

Navy News

APRIL 1996 60p

Clyde special

DON'T miss next month's 8-page supplement on the new course being charted by the Navy in Scotland.



Davro's Lusty show

centre pages



Marines have a head for figures

... and so does their new Miss Globe and Laurel, 19-year-old Sherene Fogg, crowned at Butlin's holiday camp, Pwllheli. Sherene, from Bury in Lancashire, works for the Halifax Building Society. And she plans to open her charity account with the Royal Marines when she takes part in a sponsored abseil at HMS Dryad.

A CUT ABOVE THE REST

Bell-bottom effect is to stay as new rig is given go-ahead

THE WIDEST EVER range of changes in Naval uniform has been approved by the Navy Board – including a new cut to improve traditional square-rig uniform, standardised clothing for officers and senior rates, and development of a “crewsuit” as the core garment of a new action clothing system. But the last vestiges of the bell-bottom are to stay after all.

There was a change of heart after *Navy News* revealed in 1994 the plans to dispense with flared trousers in junior rates' square-rig uniform – the traditional and best-known sailor's garb worn now for ceremonial.

It has been decided to retain some flare in the trousers for aesthetic reasons – the uniform simply looks wrong without it.

There will, however, be more substantial changes to the square-rig jacket or “jumper” – with the aim of easing production and improving the garment without offending tradition.

For the first time square-rig uniform will be worn by all junior ratings – including female sailors and, from 1997, artificer apprentices and technicians who at present wear Class III uniform, a rig originally worn by petty officers.

Also for the first time the kilt has gained the Navy's official recognition – regulations are being amended to formalise the practice by “several officers of Celtic ancestry” who have worn kilts with mess undress.

The Navy Board agrees that the practice is “harmless, colourful and supported by several very senior officers.” Now the rules will allow entitled officers to wear Scottish, Irish, Welsh, Cornish or Manx kilts with mess undress – although they will not be provided at public expense (and there are no regulations dictating what officers must wear beneath their kilts).

Given the boot

Among the casualties of the shake-up are the heavy “steaming boots” whose unyielding characteristics are familiar to generations of sailors. Replacement footwear is under development.

At the other end of the scale there is to be a trial of synthetic material to replace the gold in officers' sleeve lace and on their caps. The advantage of cotton viscose on sleeves and synthetic gold wire on caps is that the material does not fade and is less expensive than the current cloth which has two per cent gold content.

The changes are embodied in the Review of RN Clothing – or The Hobbs Report – compiled by Cdr David Hobbs, project officer at the

● Turn to back page

Unisex uniform... the new square rig, with shallower vee-neck, modelled by LW(PHOT) Penny Taylor of FOSF Photographic Unit and SA Neil Morris of HMS Marlborough. Picture: LA(PHOT) Steve Wood.



500 jobs to go as RMAS loses ports task

PRIVATISATION of most of the tasks of the Royal Maritime Auxiliary Service will reduce its strength from over 1,200 to fewer than 200 personnel.

Following market testing of the Marine Services Organisation, Armed Forces Minister Nicholas Soames announced in a Parliamentary answer that the Denholm-SERCO consortium had successfully bid for the bulk of the RMAS's responsibilities – the provision of port services in the Naval

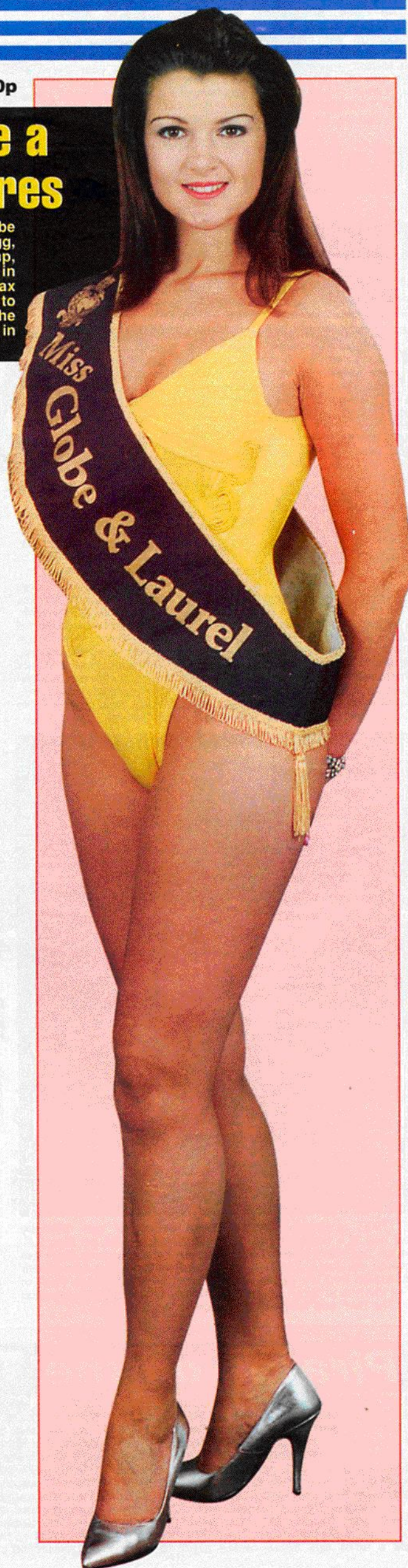
bases of Portsmouth, Plymouth and Clyde. The take-over, set for July 8, would entail an overall reduction of 500 jobs – 45 per cent of the RMAS's current strength – and a cut of just over a third in the Service's 350-vessel fleet.

About 180 people would remain employed by the RMAS, and the rest of those not being made redundant would have the option to transfer to the new operators. RMAS vessels required by the consortium would be leased to them.

The move is expected to save £105 million over ten years.

The RMAS, whose bid for the ports contract failed, will continue to operate the much smaller moorings and buoys task, as well as armaments freighting, with a total of just six vessels.

A spokesman for the RMAS told *Navy News* that the greatly reduced organisation is now likely to move its headquarters from Bath to Pembroke Dock.



Quarters rent rises to be lower in future

FUTURE rises in rents for Service family quarters are not expected to be as large as the ten to 25 per cent increases this year, says the Armed Forces Pay Review Body.

The rises, announced with this year's pay award, will be staged in proportion with the wage increase. The lowest rise in charges will apply to the lowest grade of accommodation, with the 25 per cent increase being applicable only to superior quarters of Grade 1 standard.

The Review Body says that over two

decades up to the early 1990s a widening gap opened up between charges for married quarters and comparative rents of civilian properties – and the gap proved to be greater for superior quarters than for those of lower quality.

Use of council rents as the sole comparator has for some time been considered as no longer appropriate. So this year the AFPRB studied the cost of a broad range of housing available to civilians. Although the gap will continue to be closed "over a considerable number of years", the Review

Body has pledged that increases in charges do not result in a net decrease in pay for any Service personnel.

Also, an abatement of 30 per cent is applied to family quarters and single accommodation charges in recognition that Service people lack choice, the right to buy and security of tenure.

Shortly before *Navy News* went to press a letter was sent to all units giving more details of the rises.

Meanwhile, separate proposals by the Ministry of Defence to transfer the married quarters estate to the private

sector has attracted strong interest from companies and consortia.

Lord Henley, Parliamentary Under-Secretary of State for Defence, announced in reply to a Parliamentary question, that a full Information Memorandum had been issued to qualified bidders.

He said a final decision to proceed with the sale would only be made if an appropriate price was offered. Potential purchasers will be allowed to make unescorted external inspections of the MQ estate lying outside military bases, but are not permitted close

inspection, access to homes, or to contact residents.

Any attempts by bidders to do so should be reported to the Housing Project Team at the Ministry of Defence (tel. 0171 218 5163).

● Twenty-four surplus MQs at Rosyth and 26 at Deal are being offered for sale under the Service Personnel Discounted Scheme since the closure of military bases there.

Applications to the Joint Service Housing Advice Office must be in by April 15 (see JSHAO Bulletin No. 157).

Majority against ending gays ban

A SERVICES report on the impact of ending the Armed Services' exclusion of homosexuals has concluded that it would undermine morale and fighting power.

The report by a specially constituted policy assessment team found that more than 75 per cent of Service people were against the ban being lifted. A postal survey involved more than 13,000 Service people, including 3,000 members of the Royal Navy. In a parallel survey by the assessment team, 1,700 answered a questionnaire. Eight hundred letters were received.

Overall, 77 per cent of respondents were against a policy change – representing 83 per cent of men and 53 per cent of women.

Friction

The report says that while there were no concerns about the bravery or ability of homosexuals, lifting the ban would lead to friction, resentment and anxiety among Service people and would be disruptive to military priorities. Concerns voiced by Ministry of Defence staffs emphasised that the military requirements of trust and cohesion would be jeopardised.

Other problems likely to arise

should the ban be lifted included:

- Possible difficulties in interaction with other Allied forces in which homosexuality is not permitted.

- Possible reluctance of parents to allow their offspring to join the Services.

- The problem of reassuring other Service people about the true risk of AIDS transmission would be serious, even though the risk would be low.

- Strong, informal opposition.

The report discounted alternative policies – such as "Don't ask, don't tell" – as vague and likely to increase general suspicions.

The assessment team did accept that a continuing dispute over the acceptability of homosexuals within the Forces was inevitable, even if exclusion was ended. However, in a statement linked to the completion of the study, Armed Forces Minister Nicholas Soames pledged that the Government would continue to resist legal challenges to the current policy.



The Russian Victor III submarine photographed from 819 Squadron's Sea King and (above) PO Copley on the vessel's bridge during the delicate operation to transfer a 20-year-old crewman suspected to be suffering from acute appendicitis.

RUSSIA'S THANKS FOR SAILOR'S LIFE

THE RUSSIAN government has thanked the Royal Navy for its "resolute and prompt actions" in saving the life of a sailor taken critically ill on board a Victor III submarine off the Scottish coast.

In a letter to Foreign Secretary Malcolm Rifkind, his counterpart in Russia, Mr Primakov, said Russia was impressed by Britain's instant response to the request for help, and the care shown to the crewman, Alexander Erokhin.

It was the first time the Royal Navy had been called in by the Russians to lift a sick sailor from one of their submarines.

The destroyer HMS Glasgow and a Sea King helicopter of 819 Naval Air Squadron based at HMS Gannet took part in the casualty evacuation operation after a telephone call from the Russian Embassy on the morning of February 29.

HMS Glasgow, which had been involved in a Joint Maritime Course off Scotland, rendezvoused with the nuclear powered subma-

rine about 90 miles north-west of Cape Wrath.

Using her Lynx helicopter she transferred POMA Tony Stowell to the surfaced submarine to make an initial examination of the 20-year-old sailor who was reported to be suffering from acute appendicitis.

Meanwhile, as an RAF Nimrod maritime patrol aircraft circled overhead, a Sea King was on its way from Gannet with a civilian medic, Dr Jimmy Begg, and MA Robert Smith embarked.

Heavily sedated, the Russian sailor was winched from the submarine with POACMN Ian Copley. Closely monitored by Dr Begg and MA Smith, the patient was flown to the Western Isles Hospital, Stornoway, where he underwent emergency treatment.

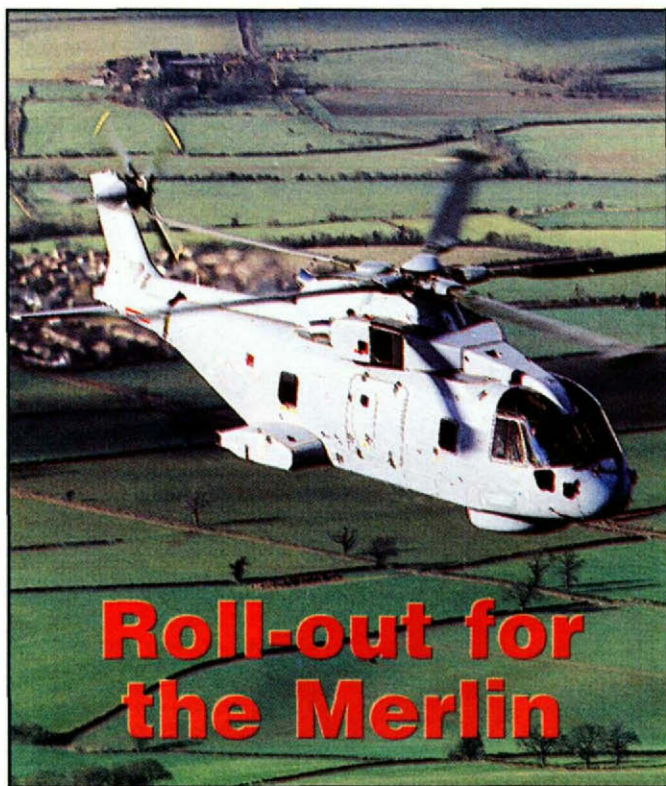
Mr Erokhin made a full recovery and was discharged from hospital two weeks after admission.

"This is a fine example of mutual understanding, partnership and good-neighbourly relations bet-

ween our countries," wrote Mr Primakov.

"On behalf of the relatives and friends of Mr Erokhin, Russian naval seamen, and myself, I ask you to convey our profound gratitude to the British authorities and express sincere appreciation to all those who participated in saving his life."

Crew of the Sea King included pilots Lts Tim Eldridge and Al Falconer and observer Lt Cdr Gordon Wright.



Roll-out for the Merlin

THE FIRST production EH101 Merlin helicopter was officially rolled out at a ceremony at GKN Westland, Yeovil, on March 6. Defence Secretary Michael Portillo unveiled a plaque to mark the occasion. He was accompanied by the First Sea Lord, Admiral Sir Jock Slater, and the Italian Ambassador, Dr Paolo Galli. First of the 44 Merlins ordered by the Royal Navy is due for delivery next year. The RAF and Italy will also receive the type.



Picture: LA(PHOT) Steve Saywell

Pirates on the Tees . . .

MIDDLESBOROUGH lass Pauline Coulthard (10) gets some piratical attention from MEM Smudge Smith (left) and AB(S) Doodle Bug during a pirates party on board HMS Marlborough.

The party, for children of Youth Action Middlesborough, was held during the Type 23 frigate's four-day visit to her affiliated town before she was deployed to the USA.

Sea Cadets from the local unit TS Jupiter joined the frigate for her passage from Portsmouth during which the ship's company held a raffle and horse racing night to raise

£1,000 for Middlesborough General Hospital children's ward.

As the ship approached the River Tees the Mayor, Cllr Kenn Hall, was embarked in her via Lynx helicopter for the last leg of her trip.

During Marlborough's stay, members of the ship's company attended the Everton v Middlesborough football match and met the chairman and manager of the Middlesborough team. PO Soulsby, a lifelong supporter of the club, watched the match from the directors' box and presented a picture of the ship to the club.

Napoleon's happier landing . . .



● CPO Paul Fortt as Napoleon with the children of St Helena.

CPO Paul Fortt as Napoleon in a first visit by an HMS Northumberland to St Helena since the fourth HM ship of the name delivered the defeated Emperor into exile there in 1815.

'Boney' lookalike Paul – well, he does a bit – was flown by helicopter to the remote island's secondary school where he was a huge hit with the 450 teenagers who, like the rest of the population, showed an intense interest in every aspect of the Type 23 frigate and her people.

The ship's Lynx helicopter also took Commanding Officer Cdr Stephen Bramley to meet Acting Governor Mr John Perrott at Plantation House – where he was careful not to disturb Jonathan, St Helena's famous giant tortoise, who at nearly 200 years old is the only living local to have met General Bonaparte.

Mr Perrott was given a bird's eye view of his island and entertained on board, as were many more excited children, who thrilled to a firework display from the forecandle on the first evening of an all-too-brief two-day visit.

Hospitality was returned with a reception at Plantation House, cricket and golf fixtures and the chance to go sea fishing for tuna and wahoo.

Some members of the ship's company found their way to Longwood House, Napoleon's home until his death in 1821, while others climbed Jacob's Ladder, the 600 ft staircase from Main Street, Jamestown to the top of Ladder Hill.

HMS Northumberland has now taken over South Atlantic patrol duties from HMS Westminster (see page 30). She will be visiting Montevideo this month, when Cdr Simon Charlier will take over as her CO.



Ridge rescue duo win high praise

THE COURAGE and skill shown by the commander and pilot of a Royal Navy Sea King helicopter during a hazardous rescue mission in the Scottish Highlands has brought them the Queen's Commendation for Valuable Service in the Air.

During the operation on August 27, 1994, the search and rescue aircraft piloted by Lt Kevin Roll RN, and commanded by the observer, Capt Stephen Roberts of the Canadian Armed Forces, lifted two injured walkers from a 3,000ft high ridge at night and in bad weather.



● Lt Kevin Roll

The first missing walker was found after dusk by Glencoe mountain rescue team, braving low cloud, heavy thunderstorms and severe turbulence. Scrambled to assist the team, the helicopter of 819 Naval Air Squadron based at HMS Gannet spotted their lights after navigating over the mountain by hovering behind an emergency vehicle.

In severe turbulence, the aircraft hovered at ground level and by the light of its landing lamp achieved a stretcher transfer. The casualty was then flown to a waiting ambulance in Glencoe.

Meanwhile, a second injured walker was sighted by the mountain rescue team. After refuelling, the helicopter returned and slowly climbed to the spot, ascending

alongside a cliff face. The pilots were guided by Capt Roberts who illuminated the rock side using torchlight shone from the cargo doorway.

After the casualty was recovered, the helicopter then had to inch its way back down the mountainside until a brief gap in the cloud allowed a more rapid descent to the lights of a police car at the foot of the cliff.

Lt Roll has been praised for his courage, concentration and exemplary flying skills in what was "a protracted, extremely taxing and hazardous environment".

Capt Roberts, on exchange service with the Royal Navy, is also commended for exemplary professional skill, the very highest standards of navigation, and for the confident and accurate way in which he conned the aircraft with no margin for error.

His leadership is cited as being "in the highest tradition of both his Service and the Royal Navy."

Major success for a minor

FOR THE second time, HMS Chiddingfold has won the Redifon Salver, presented to the minor war vessel with the best communications record.

The Hunt Class mine countermeasures ship, part of the Portsmouth-based 2nd Mine Countermeasures Squadron, has been highly successful in recent exercises, trials and sea training.

The award was presented by Commodore Minor War Vessels and Fishery Protection Cdre Christopher Ellison – who also handed over the Minor Warfare Efficiency Trophy to the ship's company.



Turbinia back in pride of place on Tyneside

'TURBINIA', the first steam-turbine propelled vessel, went back on public display for the first time in ten years last month, in a new gallery at the Discovery Museum, Newcastle.

Opened by Admiral Sir John Kerr, the gallery showcases the 1894 prototype designed and built by one of Tyneside's most famous engineers, Sir Charles Parsons.

It caused a sensation at Queen Victoria's Diamond Jubilee Spithead Review in 1897 by setting a water speed record. Travelling at 34 knots, the tiny craft steamed – uninvited – along the lines of over 150 warships, her bows clear of the water and flames leaping from her funnel.

Parsons had been desperate to sell his design to the Admiralty which had hitherto shown scant



● Speed sensation: Turbinia at the 1897 Spithead Review.

interest. His spectacular publicity stunt ensured that orders came in from all over the world.

His company is now part of

Rolls-Royce Industrial Power Group, sponsors of the new gallery and Turbinia's relocation from a storage shed in Exhibition Park.

The Golden Shot

HIGHLY COMMENDED in the Royal Navy's Periscope Photography Competition was this shot taken from HMS Sceptre of the 'Golden Hinde', the replica of Sir Francis Drake's ship that visited the UK last year. Overall winner of the Barr and Stroud Trophy was HMS Tireless.

IN BRIEF

FOUNDATION stone for the most advanced helicopter training centre in the world, the £100m Merlin Training System building at RN air station Culdrose, was unveiled by Flag Officer Naval Aviation Rear Admiral Terry Loughran.

□ □ □

MEMBERS of HMS Nelson's ship's company travelled to the National Maritime Museum to view the 'Nelson Decade' exhibition.

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PORTSMOUTH's naval war memorial on Clarence Parade has been daubed with large painted slogans believed to refer to a local drugs case.

□ □ □

US MARINE Detachment 1797 from the USS Constitution Museum Foundation in Boston, Mass. was hosted by the Portsmouth Historic Ships during a week-long visit in which they performed musket firing displays and gave talks on the life and times of the early US Marines.

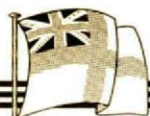
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THE ARMED Forces Minister Nicholas Soames officially opened the Royal Marines Barracks at Chivenor, Devon, new home of the Cdo Logistics Regiment, RM and of 59 Independent Cdo Sqn Royal Engineers.

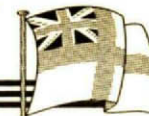
Invitation to 'Oscars'

RN Theatre Festival 1996 has been reorganised with the reduction in establishments and is now based on one nationwide area.

RNTA patron actress Freda Dowie will present the awards at HMS Sultan on May 17. Anyone wishing to attend the Navy's own Oscars night should contact Lt Mark Tench on HMS Sultan 2090 or Lt Bonnie Artlingstall on HMS Seahawk 2150.



Drafty... The Fleet Air Arm



Skills match is all important

ALMOST all the personalities in the Fleet Air Arm, Regulating and PT drafting desks have changed since Drafty's last article but the commitment to ensuring the best possible service remains the same.

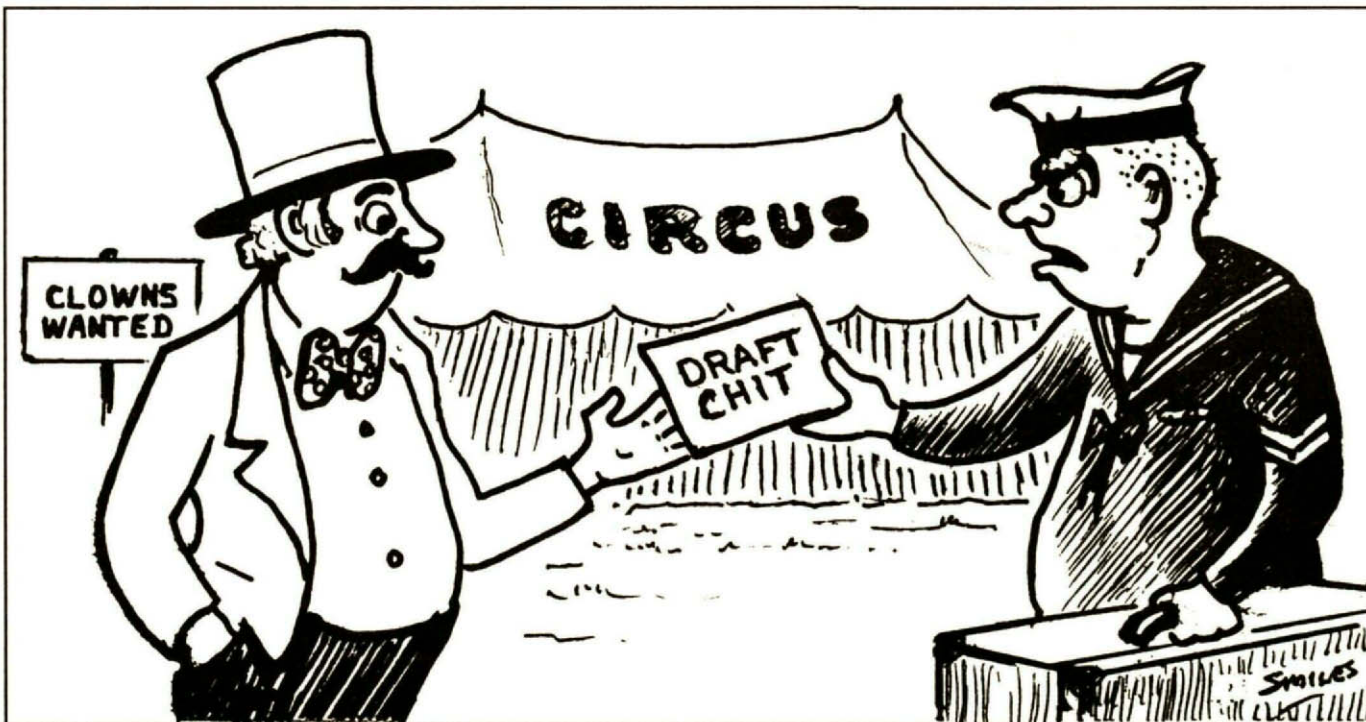
Although not so badly affected as other drafting sections, the manpower shortages and turbulence caused by redundancies mean that the situation will be tougher before it improves.

In the technical world the cavalry are arriving as the training system ramps up to bring mechanic numbers up to requirement, and positive measures are taken to amend schemes of complement to account for branch development, which increases the requirement for AEMs, and redundancy which reduced the numbers of artificers.

No apologies

As the numbers fall overall, matching individual skills to the job becomes ever more important, complicating the ability to reconcile the needs of the individual. So the more accurate the information we have on you, the more likely we are to be able to meet your needs and avoid the trauma of a draft based on outdated information. If your circumstances change, let us know.

With examples of near disasters to quote each month, no apology is made for the usual explanation. If you understand, make sure your drafting officer does too. The two vehicles you have to keep us informed are the drafting preference form and the C240.



'I asked for a job which matched my skills and they told me to report here!'

All the information on these forms is kept on the NMMIS computer system and is visible to your drafting desk, so make sure it's current and reflects what you want. The last DPF you submitted is the one we go by and the information will remain unchanged until you submit a new one. A copy should be held with your docs.

If you want a specific job or type of job, apply for it on a C240, but remember, it remains current for two years and if you don't get the job initially and your circumstances

change, you must tell us that you are not a volunteer any more.

If a short notice requirement arises for the job and you still have an extant C240 or are a volunteer to move at less than five months notice, you could be packing your bags.

Help yourself

You can further help yourself by doing some research into the job you want. Are you the right rate, trade and experience? When does it become vacant? Will your boss support your application? Unrealistic applications are a waste of everyone's time but a well

researched application has a good chance of success.

If you are coming in from front line, the sooner we get your red cross DPF the sooner we can confirm your next job as this is the means by which we are informed of your 'avdate', the date when you are available to start work again, having taken sea leave.

You can submit this form as soon as your relief's draft order arrives, so don't delay. For technical ratings, we are currently looking for volunteers for Harrier, Lynx Flight SMRs, Sultan, ASE/DHSA, senior rates at 819 and exchange posts with the Army and RAF, but

before those of you who have been turned down for these jobs complain, remember all moves are subject to timing, rosters and qualifications.

Regrettably, as numbers become more critical, opportunities for out-of-specialisation jobs and sideways transfers will diminish and experience will become more precious, so transfers between aircraft types will become less likely.

Although moves from Sea King Mk4 to Harriers are kept to a minimum, they do occur, as do Mk6 to LX. But they are recognised as uneconomical and bad for morale and are avoided if possible.

At least in the former you remain in your preference area and in both cases redress occasional imbalances in sea/shore ratios between aircraft types.

D3B are closely involved in the final stages of the development of the Air Engineering Branch and it is anticipated that cross training will be complete by the end of the year.

This will involve some early movement of non-cross trained ratings from sea service but every effort will be made not to disadvantage these ratings or their reliefs and to keep disruption to a minimum.

Hot topic

One door which has been opened as a consequence of the development has been that of employing leading hands of all trades as LX FLT M2 and hopefully other areas where the capability of the full supervisory LH can be utilised fully will become apparent soon.

Sea/shore ratios are a hot topic, particularly among WAEMs, and the question of parity is being addressed at the highest level.

In the interim every alternative is being sort to maintain equality between male and female while a long-term solution is found. However, it must be remembered that sea/shore ratios in the FAA are very favourable at all levels and significantly exceed MTA.

Finally, the drafting technical desks are making every effort to visit all units however possible, so if you are a manpower controller, SMR or AEO and you think your unit would benefit from a drafting lecture or clinic, let us know and we will try and visit you when mutually convenient - as well as the Gardens, the Wheel, the Lady Street and the Club Too Far.

SHIP OF THE MONTH

POSTCARD SUBSCRIPTION



Pictured above HMS HECLA

Build an exciting and interesting collection of photographs of ships of the Royal Navy

THE FEATURED VESSEL FOR APRIL WILL BE HMS TRAFALGAR A NUCLEAR POWERED SUBMARINE

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Exeter race day promises to be a galloping success

ORGANISERS of a Royal Navy and Royal Marines race day at Exeter on May 1 say they event will be a thrilling day out for all Service and civilian visitors.

Many ships and establishments are supporting the race day, which includes a march past by Devonport Field Gun Crew, music from the Band of the Royal Marines, CTC Lymington and a Royal Navy helicopter display.

Royal Navy and Royal Marines personnel will be able to get into the paddock half-price at £4.50, or elsewhere at £2.50 on production of an ID card. Dress for Service personnel is plain clothes.

The Royal Navy and Royal Marines will each be putting their name to a race and the lucky owners of the winning horses can look forward to a day at sea and a day at Lymington.

Coach and car park picnics are welcome and there is a licensed restaurant and bar on-site.

Guest marquee

There will also be a guest marquee providing hot food and refreshments for officers and their guests who wish to pay a little more (about £25) on a first come, first served basis.

Exeter racecourse is just off the A38 dual-carriageway. There are six races, starting at 2.20pm with the last race at 5pm. The gates will be open from 11am and the Band of the Royal Marines will be playing just before the off.

Somerset goes to pot

THE NEW Type 23 frigate HMS Somerset strengthened links with her county namesake by commissioning a puzzle jug from Somerset potter Mr John Leach.

To drink successfully from the jug the user must work out which of a number of holes must be covered. It is to be presented to Yarrow shipyard in Glasgow before the ship is delivered to the Royal Navy in May.



HMS Somerset's Commanding Officer, Cdr Martin Westwood, takes delivery of the puzzle jug at the Muchelney pottery, near Kingsbury Episcopi.
Picture by Clive Davies

Destination reached as war ended

FIRST of four previous RN vessels to bear the name Trafalgar was a 106-gun second rate ship of the line started at Sheerness in 1820, 15 years after the famous battle the name celebrates.

Second HMS Trafalgar was a 120-gun first rate ship of the line launched in 1841. She served in the Black Sea campaign of the Crimean War and was present at the great bombardment of Sebastopol.

Third ship of the name was a battleship commissioned as Flagship Second Division Mediterranean Fleet in 1890. She later served as Portsmouth guardship and as a drill ship for the gunnery school at Sheerness.

Predecessor to the current submarine was a Battle-class destroyer. She arrived in the Far East in September 1945, just as World War II ended, and remained a year, visiting China, Japan and Australia.

In 1951 she became a sea-going training ship for Reserve Fleet personnel and in 1953 she took part in the Coronation Review.

Following modernisation she was commissioned in 1958 for service in the Mediterranean Fleet.

The following year, on the Iceland Patrol, she foiled the attempts of an Icelandic gunboat to put boarding parties on board two trawlers.

She re-entered the Reserve Fleet in 1963 and was sold for breaking up in 1970.



Facts & figures

Pennant no: S107. Builder: Vickers Shipbuilding and Engineering Ltd, Barrow-in-Furness. Laid down: 1979. Launched: July 1, 1981, by Lady Fieldhouse. Commissioned: May 27, 1983. Displacement: 5,208 tons (dived). Length: 85.4m. Beam: 9.8m. Draught: 9.5m. Main machinery: Rolls-Royce pressurised water reactor; 2 GEC turbines; 15,000hp (11.2MW); 1 shaft; 2 Paxman diesel alternators; 2,800hp (2.09MW); 1 motor for emergency drive; 1 auxiliary retractable prop. Speed: In excess of 30 knots. Ship's company: 115. Missiles: McDonnell Douglas UGM-84B Sub-Harpoon. Torpedoes: five 21in bow tubes; Marconi Spearfish; wireguided. (HMS Trafalgar was the trials submarine for Spearfish, which started full production in March 1992.) Ship's badge: A black cross within a chaplet of green laurel, on a gold field. Derived from the Arms of Lord Nelson. Battle Honours: Crimea 1854.

MIGHTY TRAFALGAR

WHEN HMS Trafalgar began her refit on August 17, 1992, she was the first of the Trafalgar-class submarines to do so. A complex work schedule pinpointing over 6,000 activities had been drawn up in the 12 months before the refit began at Devonport Royal Dockyard.

Principal tasks included steam generator repairs, refuelling of the reactor, a major update to the tactical weapons system, installation of a new design air purification system, structural modifications to the fin, modification of steam systems, and a complete acoustic tile fit of 26,000 tiles to hull, casing and fin.

In all, 178 alterations and additions updated all aspects of the submarine's capability, from weapons fit to domestic systems.

Rescheduling

Tasks added to those originally specified emerged as the refit proceeded. This amounted to a 25 per cent increase in the workload and its incorporation involved a considerable amount of rescheduling to interface successfully with other activities.

This additional work caused the planned refit duration of 136 weeks from contract-to-start date to ready-for-sea date to be extended by 36 weeks.

During the early part of the refit the vessel was almost completely stripped out. Over 6,000 items were removed for overhaul in Devonport Management Ltd's workshops, over 7,000 pipes processed through the pipeshop and over 3,000 items manufactured by DML for installation on board.

The process of installing the new and refurbished equipment, and the build-up of systems and compartments was highly complex and technically demanding due to the many system inter-dependencies.

All systems and equipment were then individually tested before

being collectively proved in a series of trials.

First major part of the trials programme involved testing all systems required to maintain the vessel afloat before she emerged from the dry dock where she had spent 93 weeks.

Next the propulsion machinery was proved operationally, using steam supplied from a barge alongside, and finally the operational capability of the reactor and its supporting system were proved.

Acceptance

Throughout this period the weapons systems were individually presented to Captain Weapons Trials Authority for acceptance, culminating in the complete tactical weapons system being presented and its operational capability assessed.

The submarine is currently undergoing sea trials before rejoining the Devonport-based Second Submarine Squadron.

The nuclear-powered submarine has been described as the modern equivalent of the battleship, being the single most effective anti-submarine unit available today and representing the main striking force of the Fleet.

Combining high speed, long endurance and the ability to operate anywhere from the Arctic ice pack to the Mediterranean and beyond, HMS Trafalgar and her sister vessels play an invaluable part in our contribution to the strength of NATO.

Surveillance

In war her role would be to locate, track and destroy enemy submarines and surface ships, but she is also capable of ocean-wide surveillance tasks.

To this end, Trafalgar is equipped with a complex array of sensors and computers with which to search the oceans and classify surface and underwater contacts

whilst silently roaming the depths.

Once a target has been identified it can be tracked and observed from a distance while the submarine remains undetected. Should the moment come for attack, Trafalgar's armament includes wire guided torpedoes and sub-surface-launched anti-ship missiles.

Effortless

Nuclear fuel can produce heat without oxygen, thus enabling the creation of true submarines which, freed of the air-breathing requirements associated with conventional submarines, are able to voyage effortlessly underwater at high

speeds for months at a time.

The secret of this remarkable capability is the successful marriage of advanced nuclear technology with a very much older technology - steam power.

Trafalgar's pressurised water reactor contains fissile uranium fuel elements inside a heavily-shielded pressure vessel. The enormous release of energy from the fissioning uranium manifests itself as heat in the fuel elements.

One ton of fissionable material is roughly equivalent to 2.5 million tons of best coal.

The fission rate in the reactor is controlled by special rods which are inserted between the fuel elements to absorb the neutrons that

cause fission.

Cooling water is pumped around a closed loop (the primary circuit), passing through the reactor where it picks up heat from the fuel elements. The reactor is so hot the water would rapidly boil - leading to unstable conditions - were it not for a pressuriser maintaining the system at high pressure, by means of a steam bubble formed by electric heaters.

Shielded

The whole primary circuit is housed in a specially shielded reactor compartment to protect the crew from radiation emissions.

The hot coolant circulates

through the tubes of the steam generators, which transfer the heat to a low pressure secondary water circuit to produce steam. This powers the main engine turbines which drive through a gearbox to the single shaft. It also drives the turbo generators which produce the submarine's AC electricity.

Motor generators are used to convert AC power into DC for the main battery and essential services. Spent steam is condensed in a sea water cooler and the water returned to the steam generators.

Sophisticated automatic and manual controls regulate the whole plant and comprehensive protection features safeguard the nuclear reactor at all times.

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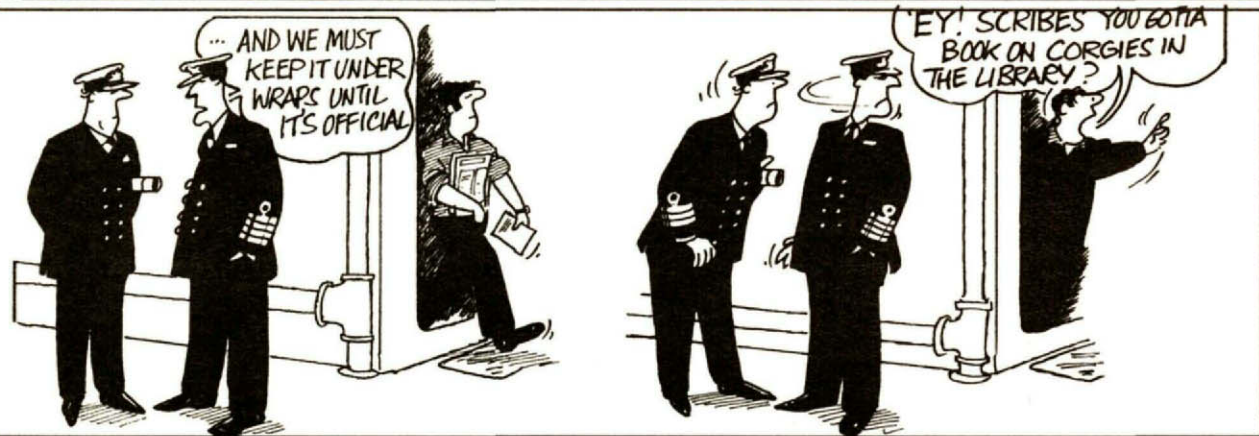


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JACK

BY TUGS



Pilgrimage pictures

I HAVE recently returned from a Royal British Legion War Graves Pilgrimage to Burma, the first to visit Thanbyuzayat cemetery from the UK since the war.

All the lads buried there died working on the Burma railway and I have taken photographs of some of the RN, RAN, RANR and RNZN headstones.

If anyone wants a copy from this list they can have one free of charge.

RN: Leading Stoker N.Copping, 24 October 1943; Stoker PO R.H.Hopkins, 22 November 1943; Leading Stoker F.Rogers, 18 December 1943; AB S.A.Forster, 22 December 1943; Cook(S) H.H.Simcock, 7 October 1943; AB W.R.Warner, 14 September 1942; OS J.Weaver, 12 July 1942; A.B.F.Wignall, 9 December 1943.

RAN: AB R.W.Ryan, 7 October 1943; AB E.W.Thompson, 8 June 1943; AB G.G.Willis, 15 September 1943.

RANR: AB V.J.Douglas, 27 December 1943; AB J.C.Hodge, 2 September 1943.

RNZN: AB E.J.R.McLachlan, 10 November 1943; Wireman K.C.Rasmussen, 22 June 1943. - **W.R.Wyeth**, 11 Lightsfield, Oakley, Basingstoke.

Stirling service

FURTHER to V.I.Porter's letter in the January issue, I was one of 40 AMOs who joined 196 Sqn, Stirling Mk IVs, at RAF Shepherds Grove early in 1945.

The squadron's main task was dropping supplies to the underground movement in Europe. It also took part in the Rhine crossing operation, towing 30 gliders full of troops.

An unusual thing was that we had no Naval officers or NCOs with us and the RAF seemed a bit uncertain about our status so they virtualised us in the Corporals Mess. We, of course, were made up. After VE Day we were quickly sent back to the FAA. - **K.R.Windsor**, Liverpool.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Group to stem 'tragic loss of images'

WITH a dozen or so like-minded individuals, I aim to form an association to preserve old negatives of transport subjects, prompted by a chance find of a couple of discarded aviation negatives on my local rubbish tip where I was told there had been "hundreds of them" only a few days earlier.

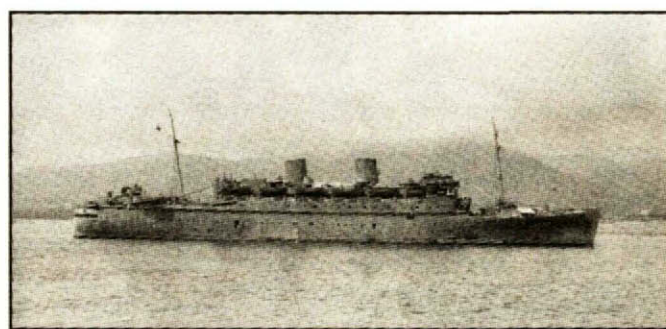
In my spare time I maintain an archive of transport negatives, supplying photos to various magazines and exchanging with other enthusiasts.

Having spoken to local auction houses, Christies, house clearance firms and various museums, I have unearthed a few rather saddening facts:

- Negatives are generally considered as having no commercial value and are normally thrown away.
- Only specialists can tell if there is any historic interest, but to do this a print is normally required. The cost and time involved normally makes this an impracticable proposition, particularly for museums which have to earn their keep.
- Apart from Christies, none of the people I spoke to knew who the specialists were or how to find them.

None of the museums I spoke to have a policy of printing all negatives which have been given or bequeathed. The photo archivists of two national museums both told me they had many thousands of negatives which were unlikely ever to see the light of day simply because of a lack of resources to print and catalogue them. Another told me they destroyed any they could not use.

Following the publication of a piece in the British Journal of Photography, I have been contacted by a number of retired profes-



sional and amateur photographers with interests ranging across the whole spectrum of transport photography.

Something of the scale of the destruction of original negatives is now clear to me - last April a collection of over 30,000 glass negatives taken between 1916 and 1948 was lost.

This is a tragic loss of images of our past and our association will aim to collect and preserve transport negatives in a way which will ensure that they continue to be available to all who wish to study them.

With a working title of The Association of Transport Photographers and Archivists we are aiming for a launch in June or July.

In the meantime, if any of your readers have negatives of any type of transport subject which they think may be of interest, I will be pleased to hear from them.

We are also looking for an archive co-ordinator to work for us on a voluntary basis. - **B.J.Hobbs**, 14 Gannon Rd, Worthing.

● This picture (above) of the liner 'Empress of Russia' taken at Freetown in 1940 came to us as the result of an earlier appeal in the Worthing Herald.

Low point of visit

IN THE COURSE of my duties as Service Secretary of my local branch of the Royal British Legion I paid a visit to Stoke Mandeville Hospital, visiting among others LS Paul Wilson, the "button boy" who was paralysed after falling during a mast manning display last year.

On my return to the car park I found my car (a blue Vauxhall Belmont Reg. F132 HFC) had been stolen. How could anyone stoop so low? - **C.Cannings**, Princes Risborough.

Letters

Last fight of a brave royal bird

WITH REFERENCE to Ron Forrest's request for information on the incident with HMS Wild Swan (February issue), according to my list of accidents to HM ships the destroyer collided and sank a picket boat from HMS Dolphin in Haslar Creek on 27 October 1931.

According to a newspaper cutting the Wild Swan was going out to Spithead for compass adjustment when she caught the picket boat under the port bow and capsized it, causing considerable damage.

The boat's occupants were rescued by Dockyard and Fort Blockhouse boats. - **G.Ransome**, Manchester.

ONE CANNOT imagine so eminent an authority as Wright & Logan making such a fundamental error as placing the bombing and sinking of the Wild Swan in Bantry Bay, so it must be assumed that this was a typographical error.

The ship was actually lost in the Bay of Biscay, sunk in one of the more unusual and little known melees of World War II.

While some 100 miles off the coast of Brittany she was attacked by a force of 12 Ju 88 bombers and in putting up a vigorous defence managed to shoot down four of them.

Two others which had been damaged by her gunfire collided in mid air and crashed into the sea.

All this took place in the midst of a fleet of Spanish trawlers and three of these were sunk and a fourth badly damaged.

The Wild Swan, by now badly damaged herself, collided with the damaged trawler which immediately sank - but not before her crew were rescued and taken onboard the destroyer.

Wild Swan sank shortly afterwards with the loss of 31 ratings. - **J.P.Lane**, West Dulwich.

VC - then disrated

FOLLOWING on from R. Wall's letter (February issue) concerning AB George Hinckley VC, there are at least two other Devonport ratings who have won the highest award for gallantry - both won within six months of each other during the Crimean War in similar circumstances.

In 1855 William Rickard, born in Stoke Damerell, was serving as Quartermaster in HMS Weser patrolling in the Sea of Azov. He was a member of the ship's raiding party landed ashore to attack enemy positions.

Having achieved their objectives the raiders were spotted and came under heavy fire during their retreat.

One of the party collapsed through fatigue and Rickard, despite being exhausted himself, assisted his shipmate to extricate himself from thick mud and brought him back safely to his ship.

Rickard received his VC in 1857 (the year of its inception) and rather overdid the celebrations, for shortly after he was disrated to AB and deprived of one good conduct badge!

In later life Rickard became a member of the Coastguard. He died in 1905 and is buried at Ryde, IOW.

Henry Cooper, born in Devonport, was serving as Boatswain aboard HMS Miranda, also in the Sea of Azov, in 1855. Together with an officer (who also received the VC), he attacked and set fire to buildings, stores and equipment in an enemy-held town under severe bombardment by the Allied Squadron on station.

Additionally, they were spotted and attracted enemy fire but both escaped to safety.

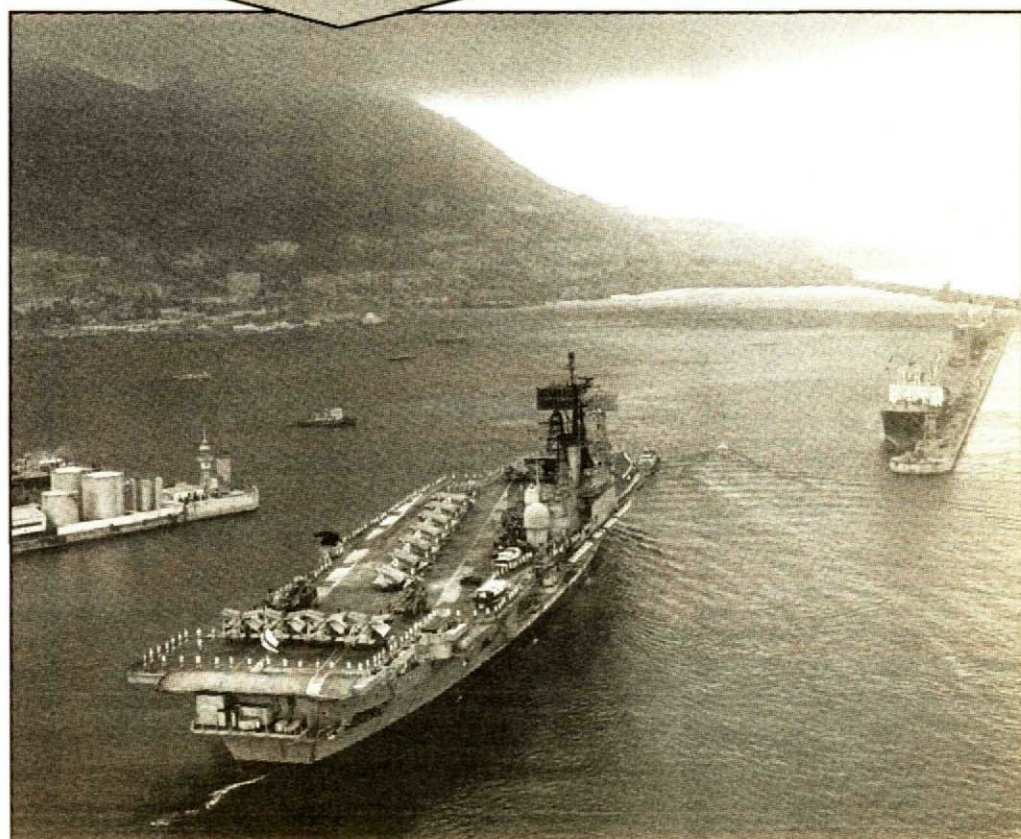
On leaving the Navy, Cooper settled in Torpoint where he died in 1893. He is buried, little more than a stone's throw from HMS Raleigh, in Antony churchyard. - **CPO R.K.Bradley**, Armed Forces Careers Office, Bristol.

Where are you, Wilf?

AS A REGULAR reader of Navy News from the very beginning, I would like to know whatever happened to the puppet 'Wilf' who starred in the famous BBC documentary series 'Sailor' featuring HMS Ark Royal in the Seventies?

Maybe someone out there knows where he is spending his retirement? - **N.Field**, Eastbourne.

● Below: HMS Ark Royal enters Gibraltar for the last time, 25 September 1978.



Navy News

No.501 41st year

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● Not up to the job – the RMAS deep sea tug Rollicker doesn't have the muscle to rescue a super-tanker the size of Sea Empress.

Lilliput Navy's travels

WITH THE current push for RN recruiting, readers might like to see this photograph of the 1974 Canals Touring Exhibition again. – J.A.Morgan, Stoke on Trent.

The miniature Canal Fleet commissioned for a third year's deployment in April that year and went on to cover 3,000 miles of Britain's inland waterways, publicising the Navy in 50 cities, towns and villages and receiving 200,000 visitors.

Left to right: Cleopatra, London, Renown and Sheffield were scaled-down versions of real ships and submarines, with superstructures mounted on traditional narrowboat hulls. They were fitted inside with actual equipment used in HM ships, thus giving some of the atmosphere of the real thing. – Ed.

Flying colours

YOUR CAPTION for the top photograph on Page 11 of the March Navy News entitled

'WAFUs stand easy' is incorrect.

The white cap bands had nothing to do with concealing the sailors' cap tallies. The white tallies were issued to Y Scheme aviation cadets (ratings) who, if successful in passing flying training and qualifying for pilots or observers wings were then commissioned in the RNR as 'probationary' sub lieutenants.

The photo was taken between December 17 and January 1 1942/43 and is of some of the new entries. I was of that entry. – Rear Admiral I.G.W.Robertson, Piltown.

Our mistake – as others have pointed out, wartime cap tallies carried only the letters HMS and did not need censoring. – Ed.

The vital spark

MR COCKER's letter about Collingwood being "a better admiral" than Nelson (March issue) cannot go unchallenged!

Undoubtedly Collingwood was one of the great sea officers of the Nelson era. The trust that the Admiralty placed in him after



Trafalgar cannot be overlooked; he managed the Mediterranean fleet at a crucial time, as Nelson had done before him in the years before the great battle.

However, Mr Cocker's analysis has strayed into the area of character, and it is here that I must disagree with him.

All of Collingwood's biographers have commented on his sound decision making, his steadfastness, his prudent fleet management and his unwavering conduct in battle.

But now compare this with any standard work on Nelson and we find the essential difference, that spark of inspiration – the Nelson Touch!

Yes, Nelson was an adulterer and he was vain, but he was a risk taker – and at sea he has never been equalled. – D.Shannon, The Nelson Society, Hertford.

REFERENCE your reproduction of the famous portrait of Cuthbert Collingwood, you have printed it the wrong way round!

He appears as he would have seen himself in a mirror, had he been as vain as to have posed himself like that.

I would to some extent agree with Mr Cocker's comments – a more than cursory examination of Nelson's record would show that he was far from infallible.

The attack on Boulogne could hardly have been described as a triumph and that on Santa Cruz, which resulted in the loss of his arm, was a complete disaster.

In the latter, only the generosity of the Spanish garrison commander prevented it from being even worse than it was.

What Nelson did have, which no other commander had, was the love and complete trust of not only the officers serving under him, but also the 'people' who manned the ships. – D.F.Rowland, St Ives, Hunts.

Lucky to be last

I DON'T think you can imagine the joy your Navy News brings to ex-matelots like me when we see our old ships in their full glory in its pages.

The photograph of HMS Sheffield in the February issue



Sea Empress was too big for our boats

THE ECOLOGICAL disaster of the Sea Empress at Milford Haven has left the nation stunned by what can happen to our heritage coastline and the mass killing of sea birds and other maritime wildlife

An irate lady correspondent from South Wales wrote to one of our national newspapers: "Why did they not call in the Royal Navy? Surely they were the experts to deal with a situation like this?"

Her faith in the Navy is admirable – but what could the Navy have done?

I remember from my convoy escort days receiving signals providing information of the whereabouts of rescue tugs which could be summoned when help was required following the disablement of ships by mines or torpedoes.

If I remember correctly one of these strategic ports was Milford Haven – and it has indeed been

mentioned in retrospect of the disaster that such a tug should be permanently based there today.

Today's books on the present Royal Navy give no details of rescue tugs – am I right in assuming that should there be a collision at sea and tug assistance is required, then the Navy has to depend on the private sector? – I.Jones, Mablethorpe.

The RN does not have and never has had tugs capable to dealing with a ship the size of the Sea Empress. The RMAS does have two deep sea tugs based at Portsmouth and on the Clyde, but under current plans to contract out elements of its service, announced last month, the requirement for these will soon be withdrawn (see page one) – Ed.

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Stars at the Boat Show —



The Royal Navy — and *Navy News* — at the Birmingham Boat Show.

Over 123,000 people visited the nine-day event at the National Exhibition Centre — an increase on previous years — and the Navy's spectacular stand was, as usual, one of the most popular.

The eye-catching design was built around a central Royal Marines display and also contained a Frigate Operations Room, Submarine Control Room and Super-X simulator projecting the RM Rigid Raider ride, which was undoubtedly the most popular item in the entire show.

A queue formed in front of it every morning from the moment the doors opened and remained until they closed at 7p.m. — while other exhibitors requested runs before the public were admitted!

Dynamic

Close second among the RN crowd pullers was the Gun Module, which coupled with the dynamic soundtrack of the video wall left some of the staff reaching for the paracetamol...

This year they included Careers Advisors from local careers offices, while *Navy News* took over the functions of the Information Desk.

Actress Claire King — 'Emmerdale's' Kim Tate — opened the show, while Lt Col Ewen Southby-Tailyour of Falklands fame performed the honours at the RN stand.

● Left: The Royal Navy Stand at the Boat Show, showing the *Navy News* desk, video wall, gunnery module, Super-X simulator and submarine control room with (inset) part of the queue waiting to board the Rigid Raider ride.

— and a shooting star at sea

OBSERVERS on the bridge of HMS Glasgow are silhouetted by the glare of a Sea Dart missile launch against an incoming target missile during a two-week Joint Maritime Course off the west coast of Scotland.

The Type 42 destroyer was joined by 16 other ships and 55 aircraft from eight nations in a number of realistic training scenarios involving surface operations, minehunting, anti-submarine, air defence and air/surface attack missions.

JMC 961 was the first to be controlled from Faslane after the closure of the Maritime Headquarters at Pitreavie.

Picture: Mike Gray



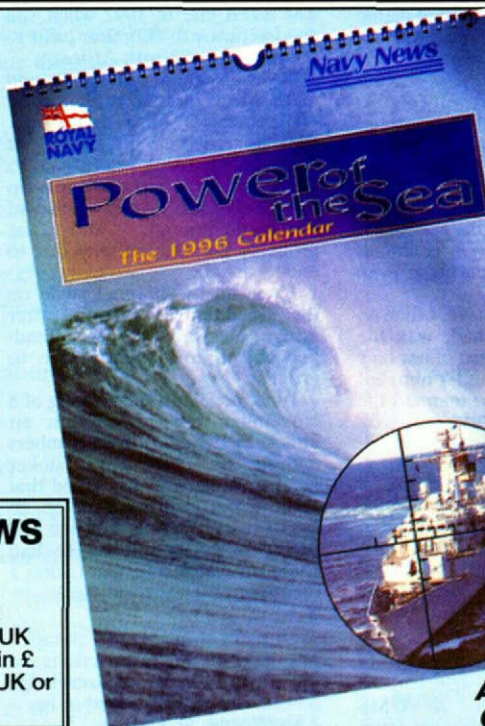
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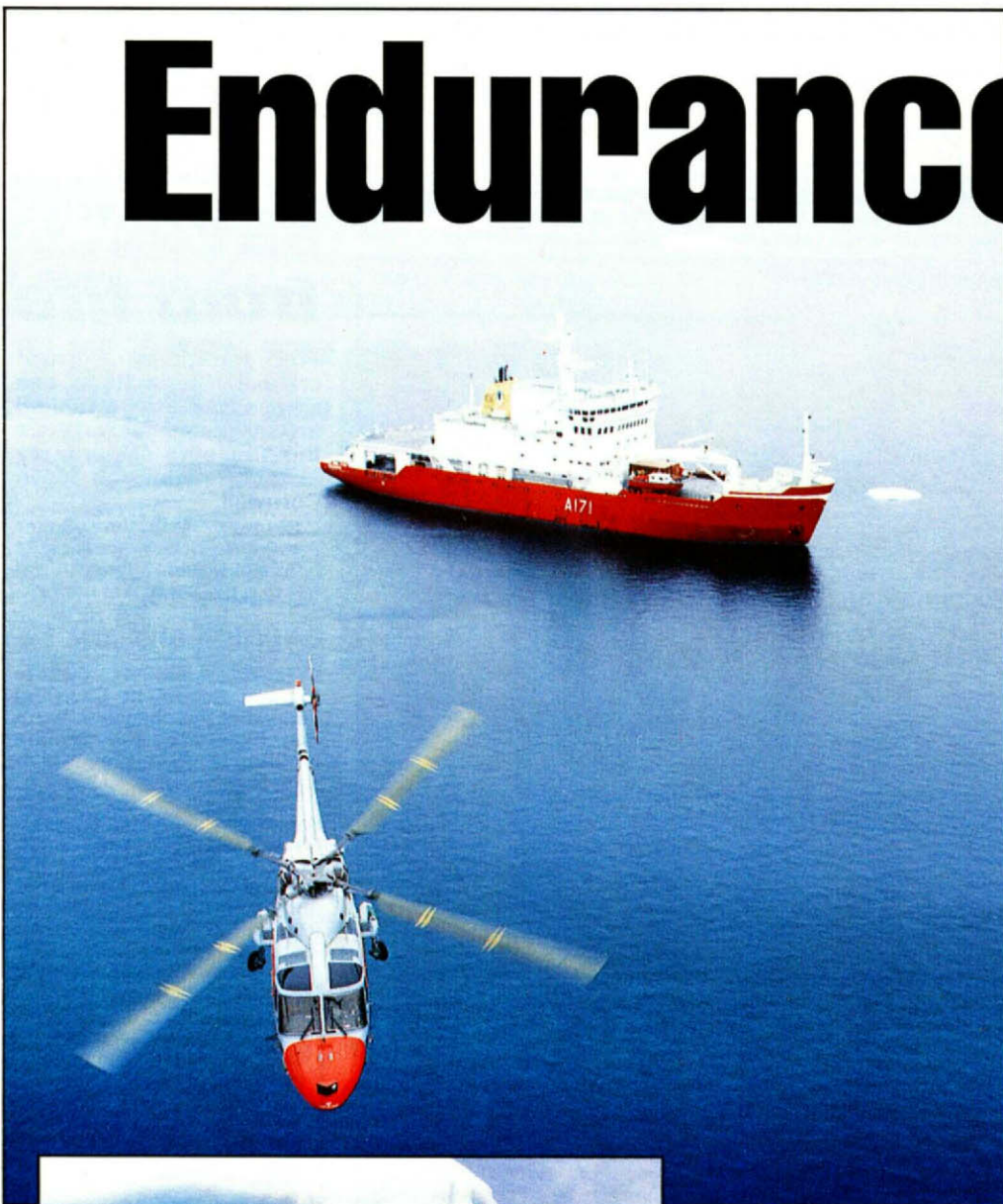
A question similar to those shown below appears on each leaf of the 1996 calendar. All you have to do is put your nautical thinking caps on and enter this fun competition.

Full details of how to enter will appear in the calendar and also each month in *Navy News*.

In 1970 who were the new 'Snow Commandos' defending NATO's northern flank?

What was the platform for the first RN Sea King helicopter deck landing on a British ship at sea?

Endurance's farewell to Faraday ice station



ABOVE: HMS Endurance and one of her Lynx helicopters at work off the Antarctic Peninsula.

LEFT: An appropriately sinister looking iceberg frames one of the ship's survey parties as they work in the waters off Devil's Island in Erebus and Terror Gulf.

BELOW: The land that time forgot... photographed from her helicopter, Endurance reposes in Whalers Bay, Deception Island.

ICE PATROL vessel HMS Endurance became the last British ship to leave the British Antarctic Survey's Faraday station before it was handed over to Ukraine and renamed.

Endurance, which has now started her third work period in the region, took off the last British scientists and support staff from the remote base which helped to discover the hole in the ozone layer.

Now, decades of research by Britain will be continued by the Ukrainians at what is their first Antarctic base. They renamed it Vernadsky station and will supply scientific data to Britain.

Earlier, Endurance made a detailed survey of the waters around James Ross Island on the eastern side of the Antarctic Peninsula, an area of great geographical interest and natural beauty that is now becoming popular with cruise ships.

Navigation receivers and transponders - which provide an accurate range to a given point - were inserted by teams using the ship's two Lynx helicopters. In this way a detailed survey determined the precise positions of poorly charted rocks and islands.

During the work period the

helicopters completed 100 hours flying time and Endurance and her survey motor boats produced data for a series of 1:75,000 international charts covering 283 sq miles.

International links

In addition the ship's aircraft and boats were busy moving British and US scientists with their support staff to and from remote mountainous sites and international bases where they were carrying out geological and wildlife studies.

Oblique aerial photography of 19 new sites were added to the 15 already catalogued in the area, and ground surveys at new and established wildlife sites are expected to generate fresh scientific papers.

As well as scientific and sur-

vey work, Endurance has been cementing international relations by making visits to Antarctic Treaty bases operated by Spain, Chile, Bulgaria and Argentina.

Several of the ship's company were put ashore to work with their foreign counterparts for several days.

When detached from the ship, the embarked Royal Marines have shared polar survival experience with RN personnel, several expeditions being held in sub-zero temperatures.

And when not at work, the ship's company have been trying their hand at climbing, abseiling, skiing, diving - and bin-bag racing in preparation for the Endurance Winter Olympics being held at the BAS base at Rothera.

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Helping Hands

Peacock aids earthquake victims

SAILORS from the Hong Kong patrol craft HMS Peacock wasted no time in volunteering to help victims of an earthquake which devastated parts of Yunnan province in China.

The earthquake killed 250 people and left more than 14,000 others homeless.

As scenes of the disaster reached Hong Kong's television screens, aid relief campaigns sprang up all over the Territory.

Local television station TVB launched their own appeal and they were soon inundated with donations.

As the boxes piled up they realised they would need help in dispatching them and turned to the British garrison for assistance. HMS Peacock was on patrol in Clearwater Bay and she immediately volunteered to help, sending 15 of her sailors and Royal Marines.

Vital aid

Chief of Staff and Senior Naval Officer Hong Kong, Capt Peter Melson, joined the team from HMS Peacock at TVB's studio where they were working alongside Chinese TV celebrities to load the boxes of blankets and warm clothes on to container lorries.

He said: "When the garrison got the call for help the Royal Navy were the first to volunteer their assistance. The TV studios were packed to the ceilings with donations and it was vital that the people of Yunnan got the aid as soon as possible."

ROYAL Brunei Navy personnel from the shipwright's course at HMS Sultan, came up trumps for youngsters at Beddingham Infant School in Gosport.

The children turned to them for help in repairing a boat used as a playground toy at their school, and when it was found to be beyond repair the team decided to build them a new one.

Petty Officers Ibrahim Damit and Ahmad Rasid constructed a GRP dingy, delighting the children and meeting a practical requirement of their course at the same time.



Men from HMS Peacock working up a sweat at TVB's studios at Clearwater Bay, Hong Kong. The team are pictured with Capt Peter Melson, Senior Naval Officer Hong Kong.

CHILDREN at Portsmouth's East Shore School were delighted to see sailors from HMS Invincible after their latest Adriatic Deployment.

The school is one of the ship's chosen charities and the children plotted her position on a giant map while she was away.

The ship's company raised £1,849 for the school during the deployment and Invincible's

Executive Officer, Cdr Colin Gass, visited the school to present the money, which will help pay for sports equipment.

Northwood's SSAFA Committee raised £5,000 for the Services charity through a concert, BBQ, craft fairs and the publication of a cookbook.

The money was presented to SSAFA representative Wing Cdr Michael Liddiard by retiring chairman Mrs Gimma Macpherson.

Sailors in HMS Cottesmore raised £400 through a sponsored row while on fishery protection duty.

The Commanding Officer, Cdr

Peter Hudson, joined 26 members of the ship's company who rowed 100 miles in just over 11 hours. The money was presented to the Mayor of Cottesmore's affiliated town of Boston, Mrs Judy Cannack, by CPO Rob Boska. It will go towards the running costs of a local home for handicapped children.

Three members of RNH Haslar's Accident and Emergency Department raised £150 for a children's treatment room through a sponsored parachute jump at the RN and RM Sport Parachute Centre at Dunkeswell, Devon.

They are Lt Andy Coleman QARNNS, LNN Sandy Paul and LNN Kerry Paul.

Cornish crabber saved from fire

THE traditional Cornish crabber 'Gloria Rose' has been saved from a funeral fire by the Royal Navy for the benefit of primary school children in Cornwall.

Skipper Malcolm Baker decided to decommission the boat but couldn't bear to set fire to a piece of local history.

High and dry

Fourlanesend County Primary School at Cawsand jumped at the chance to berth her high and dry in the grounds to use her as a platform to observe pond wildlife.

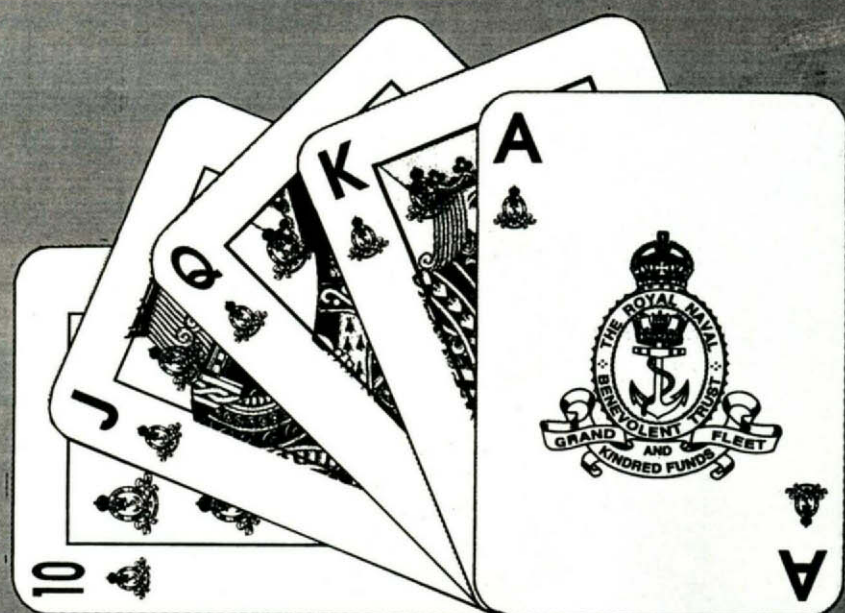
The Royal Navy's supply department, Director Supplies (West) arranged for the Gloria Rose to be lifted out of the water at Devonport Naval Base and taken to Fourlanesend by low loader where Devonport Management Ltd craned her from the road, over a hedge and into the school.

Royals for rent

ROYAL Marines from HMS Tamar armed themselves with dusters, cleaning fluids, secateurs and a sturdy pair of marigolds for their latest fund-raising effort.

The ten-man team led by Cpl Gringo Slator were available to rent at \$100 an hour, and were kept busy with a variety of gardening, removal and cleaning jobs and raised \$35,000 (about £3,000) for the Hong Kong Society for the Protection of Children.

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Ending on a high note

MOUNTAINEERS from HMS Daedalus took the Navy's record of charity fund-raising to new heights during an expedition to Nepal.

The team of nine men and two women distributed more than £1,000 worth of much-needed educational equipment to four remote mountain schools established by the Sir Edmund Hillary Himalayan Trust in Junbesi, Chaunrikaka, Kharikola and Khumjung.

During the expedition the team completed a 160-mile high altitude trek and conquered the summits of Kala Pattar at 18,384ft and Gokyo Ri at 17,655.

The trek took just four weeks to complete - despite late monsoon rains, blood-sucking leeches, broken ribs and a sprained ankle.

Exercise 'Personal Endeavour' was led by Lt Dave Barrett and Lt Keith Ovenden. The expedition was the last to be staged by Daedalus personnel before the establishment's closure.

Everest

The team continued to raise funds on their return and were able to present a cheque for £2,500 for the Trust to Mr George C Band, who with Sir Edmund was a member of Sir John Hunt's successful Everest expedition of 1953.

The money included £1,000 raised by the students of St Vincent's Sixth Form College in Gosport during their annual challenge to members of staff.



The high-altitude trekkers on the summit of Gokyo Ri at 17,655ft. Mount Everest is in the background.

Belated honour for VC who died a pauper

A SAILOR who was awarded the Victoria Cross and then buried in a pauper's grave, has been honoured by the Royal Navy in a ceremony to dedicate his headstone – almost 140 years after his death.

John Taylor became one of the earliest holders of the VC as a result of his bravery as a member of the Naval Brigade ashore during the

Crimean War. In an assault on the fortress of the Redan at Sebastopol, Taylor and four others dashed 70yds across open ground under heavy fire to rescue a wounded soldier.

Taylor died of bronchitis in Woolwich at the age of 35 on February 25, 1857, hours after being told that he was being awarded the VC. He was buried in an unmarked grave at Woolwich Cemetery, and the medal was posted to his wife who

had been refused permission to receive it personally from the Queen. It was sold in 1910 for £105.

Recently Greenwich Parks Constabulary Officer located the grave and set about raising money for a headstone, raising the funds with the help of the Royal Naval Association, Victoria Cross Society and Co-operative Funeral Services. He also made arrangements for Taylor's descendants to attend the

ceremony, including his great, great grand-daughter, Daphne Elvines from New Zealand.

On February 24 the headstone was dedicated by the Chaplain of the Royal Naval College Greenwich, the Rev Clive French. Among those present was the Assistant Chief of the Naval Staff, Rear Admiral Jeremy Blackham.

Twenty standards of the RNA were paraded, and the guard was com-

posed of local Sea Cadets. A Royal Marines bugler sounded the Last Post.

● Sufficient funds were raised as a result of the appeal to erect a plaque in memory of Henry Curtis, one of the other sailors who won the VC in the same action and who was buried in a grave in Portsmouth without his name being recorded on the headstone.

WRECK'S SECRETS AID HMS VICTORY PROJECT

SECRETS being unlocked on board a British frigate which sank off Australia more than 200 years ago are helping a major restoration project in HMS Victory. Excavation of the wreck of HMS Pandora is being ranked in importance with the recovery of artefacts from the Tudor warship Mary Rose, and will give a new insight into life in Nelson's Navy.

Like Henry VIII's ship, the Pandora sank suddenly and was buried in mud, preserving personal effects and human remains.

She foundered on the Great Barrier Reef off Cape York, Queensland in 1791 while returning from Tahiti with 14 men suspected of complicity in the mutiny on the Bounty two years before. Four of them and 31 of the Pandora's crew perished.

Over the past ten years, two skeletons and more than 400 items have been recovered from the wreck. Soon excavations will enter a new phase when, under the leadership of Queensland Museum archaeologist Paul Gesner, the sailors' quarters will be explored.

Keeper and curator of HMS Victory, Mr Peter Goodwin, told *Navy News* that he is in close touch with Mr Gesner, and the continuing finds of furnishings and personal effects were assisting his ten-year project to "bring HMS Victory alive".

"For instance, we know that Nelson had a stove in his quarters on board Victory and the only clue we had as to what it may have looked like was from a model of HMS Royal George. Then, in the captain's cabin of Pandora, they

found an iron stove of identical design, confirming that Nelson's stove looked like that."

The result: replicas of the Pandora's stove have been made for the admiral's and captain's cabins in Victory. Mr Goodwin also includes in his plans the fitting out of a sick bay and operating theatre, using contemporary instruments, furniture and containers.

Mr Gesner hopes eventually to exhibit the Pandora artefacts at the

Old timbers discovered

WORKMEN renovating HMS Victory have discovered more original timbers in the ship than were thought to have been present.

Most of HMS Victory's wood has been renewed since Trafalgar.

Now, work teams from Portsmouth Fleet Maintenance and Repair Organisation, have stripped away planking on the ship's port side to reveal substantial amounts of timber thought to be original. They will be carbon dated to confirm their age.

Royal Naval Museum with which he also has close links.

Chief Curator of the museum, Mr Colin White said that the wardroom area of the ship had been excavated, revealing many personal possessions of her officers, including a chamber pot and an engraved fob watch.

"We are now keenly awaiting Paul Gesner's excavation of the crew quarters which for the first time will give us some idea of what ordinary sailors of Nelson's day took on board ship and carried with them."

"Few personal possessions have survived the period and we can only guess at what sailors carried. As a result of the finds in the Mary Rose, we know more about the Tudor sailor than about his Nelsonian ancestor. Pandora is to the 18th century what the Mary Rose was to the Tudor period."

● Peter Goodwin has received an award from the US Field Artillery Association in recognition of his historical research work on naval artillery. He was presented with the Honorable Order of St Barbara (patron saint of gunners) by Capt William Moss of US Marine Detachment 1797 during his group's visit to Portsmouth Historical Dockyard.



GRAFTON'S SEA DEBUT

IN GLORIOUS early spring weather, the new Type 23 frigate HMS Grafton heads for the Clyde exercise areas for the first of her contractor's sea trials. The successful trip concluded with the firing of her 4.5in. gun.

The Grafton is in the hands of Yarrow Shipbuilders and is due to be handed over to the Royal Navy later this year to join the Fourth Frigate Squadron at Portsmouth.

Picture: LA(PHOT) Adrian Hughes

Miscellaneous

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Castle in the ice



Falklands patrol vessel HMS Leeds Castle plays it cool around the two-mile wide Nordenskjöld Glacier in Cumberland Bay, South Georgia. She was there to resupply the Army garrison and disembark personnel for the British Antarctic Survey base.

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Keeping a soldierly look-out: Major David Milo at the helm of HMS Birmingham.

ARMY OFFICER'S NEW HORIZONS

ONCE Major David Milo had grown accustomed to the gale force winds and high sea state, his greenish hue was confined to his uniform...

A member of the 1st Battalion of the Royal Regiment of Fusiliers, which is affiliated to HMS Birmingham, David spent a week in the Type 42 destroyer gaining an insight into life at sea.

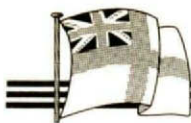
Sea trials

The visit took place as Birmingham undertook post-refit sea trials in the South Coast exercise areas, and David observed and

participated in various serials, learning about the work of each department.

He was also involved in seaboat drills and he took the helm of the vessel for a forenoon watch.

Before returning to his regiment, David is to attend the Royal Navy Staff Course at Greenwich, the last full staff course to be held there. The Initial Staff Course, however, will go on into 1997.



STAYING POWER!



WHEN Boy Seaman Chris Lishman joined the Royal Navy in 1947 he surely didn't imagine he'd still be in uniform half a century later.

But Lt Cdr Lishman has just returned to civvies after 49 years in a blue suit.

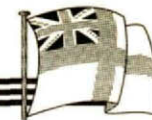
He served in numerous ships as a seaman radar operator, became a petty officer in 1952, and, following selection for officer training, he was promoted sub-lieutenant in 1961.

Chris, who specialised in operations room management and helicopter control, retired from active service in 1989, but stayed in uniform as a retired officer in the Civil Service on the staff of Captain Naval Operational Combat Systems at MOD Portsmouth.

There his long experience has been put to good practical use in designing the layout of the ops rooms of future vessels.

In his retirement proper Chris will be devoting more time to the Home Farm Trust charity. He is treasurer of the Solent branch.

People in the News



Vroom at the top

SLOWING down couldn't have been a priority for Rear Admiral Roger Lane-Nott (above) when it came to choosing a new occupation following his retirement from the Royal Navy. He went from Flag Officer Submarines to Race Director for the Formula One motor racing organisation, FIA.

It used to be Naval tradition for admirals to be rowed ashore by their captains when they relinquished their appointments...

Admiral Lane-Nott, however, was waved off in a McLaren Formula One car, driven last season by Mika Hakkinen.

Watching from the pits - well, Fleet headquarters at Northwood, actually - were Commander-in-Chief Fleet, Admiral Sir Peter Abbott, senior RN, RAF and NATO officers and other colleagues.

Admiral Lane-Nott joined the Navy in 1963. He commanded three submarines - the diesel-powered HMS Walrus and the nuclear-powered Fleet submarines Swiftsure and Splendid - and one surface ship, the frigate HMS Coventry.

He became FOSM, taking up the concomitant NATO submarine appointments with responsibility for the Eastern Atlantic, in December 1993.

He has been succeeded in the appointments by Rear Admiral James Perowne.

Miscellaneous



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Come join the band



JUST SIGN there... Band C/Sgt Nick Hey hands over to the new bandmaster of Culdrose Volunteer Band, Band C/Sgt Jonathan Camps. Nick has joined the Royal Marines School of Music, now based at Portsmouth.

New to RN air station Culdrose, but a local lad whose family is well known in musical circles, Jon joined the Royal Marines in 1979 and specialised in cornet and violin.

Previously musical director of the HMS Raleigh Bugle Silver Band, he said he was looking forward to carrying on Nick's good work at

Culdrose, improving the standard of the Volunteer Band and ensuring its members have fun taking part.

Made up of a mixture of Service and civilian personnel, the band performs both inside and outside the air station. Jon would welcome enquiries from prospective members and can be contacted on 01326 557210.

Captain calls to present trophy



CAPT Ian Forbes, CO of the aircraft carrier HMS Invincible, visited RN air station Culdrose to present a trophy to an officer who will be joining his ship later in the year.

The Rob Morris Trophy was presented to Lt Brad Ogden (above) of 814 Naval Air Squadron, which is scheduled to join Invincible in 1996 for operational duties abroad.

The trophy was given to the squadron by the parents of Lt Rob Morris, who was killed in a canoeing accident while serving in 814 NAS in 1992. It is awarded to the aircrew student achieving the best results at the Certificate of Competency Board.

Setting the records straight...

FOR TAMING an overgrown filing system and bringing order to decades of poorly-kept records, Portsmouth Naval Base worker Mr Mark Wight has received a Certificate of Efficiency. The presentation was made by the Second Sea Lord, Admiral Sir Michael Boyce.

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A Happy New Year to all our readers!



BASE Gunnery Officer at HMS Tamar, Lt Nick Doyle, distributed lucky lai see packets to Royal Navy LEPs (locally enlisted personnel) to celebrate the start of the Year of the Rat.

The red packets, containing a small monetary gift, are traditionally handed out at the Chinese New Year and are meant to bring good luck to the giver. Judging by Lt Doyle's generosity, the Year of the Rat should bring him much happiness and prosperity.

Lifeboatman tries out helo winch from a new angle



CPOACMN Dave Wallace presents Mr Fred Jackson with a certificate commemorating his trip on a winchwire. With them is POACMN Tom Arnall, another member of the team which flew Fred to hospital.

PLYMOUTH Lifeboatman Mr Fred Jackson discovered what it feels like to be the rescued rather than the rescuer when his craft went to the aid of the Danish cargo vessel, Marianne Danica.

In appalling conditions the ship was drifting towards rocks. Both the lifeboat and a search and rescue helicopter from RN air station Culdrose were scrambled.

During the operation, as an attempt was being made to get a line across from the vessel to the lifeboat, Fred sustained a head injury.

The Culdrose crew winched him up to the helicopter and airlifted him to a waiting ambulance at Plymouth Airport.

Now, looking fit and well, he has paid a visit to Culdrose to thank the helo crew and collect his winching certificate, a permanent reminder of his trip on the winch-wire.

"I've been involved in rescues from the lifeboat to Royal Navy helicopters before, but I never thought I would be the one being winched in the stretcher," said Fred ruefully.

"The crew did a great job and I am really grateful," he added.

BUCKS FOR KIDS

LMA Student Nurse Ian Cullen from Haslar is hoping to raise £3,000 for the Kids Fareham and Gosport Centre when he runs in the London Marathon on April 21.

Kids is a national charity which helps children with special needs and their families by providing a range of services for pre-school youngsters and respite care for children and young people up to the age of 19.

One of its five family centres has been based in RNH

Haslar, but due to the growing demand for its services – and changes at the hospital – it is moving to a new base in Fareham, where it will be more central to the communities it serves.

Anyone wishing to know more or to sponsor Ian should telephone 01705 511824.

FAST WORK REWARDED

HALL porter Mr Mark Gittins quickly extinguished a small fire in the main lounge of the WOs' and CPOs' mess at RN air station Culdrose, where he works.



His prompt action won him a commendation from his employer, Aramark plc, the catering support and cleaning contractor for the establishment.

Mr Alan James, of Aramark, went along to the mess to present the framed certificate, and the grateful mess president, WO Geoff Revill, added his thanks.



NOW THAT'S A COINCIDENCE

COMMANDERS Paul Fisher and Paul Docherty had plenty to chat about when their ships berthed alongside together in Portsmouth. Both men were educated at Simon Langton Grammar School, Canterbury, in the 1960s and they went on to join the Royal Navy within a year of each other. They now serve in the Third Destroyer Squadron, commanding HMS Edinburgh and HMS Nottingham respectively.

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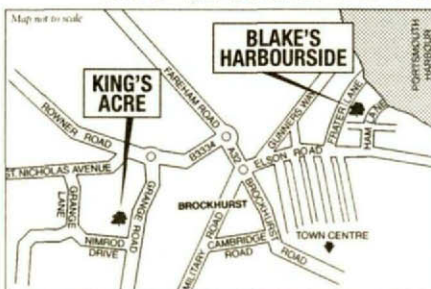
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'Major effect' on naval operations

Herald officer wins £10,000 over Gulf War mines idea

A ROYAL Navy hydrographic officer has been awarded £10,000 for solving an electronics problem which had a vital bearing on the success of mine clearance operations in the Gulf War.

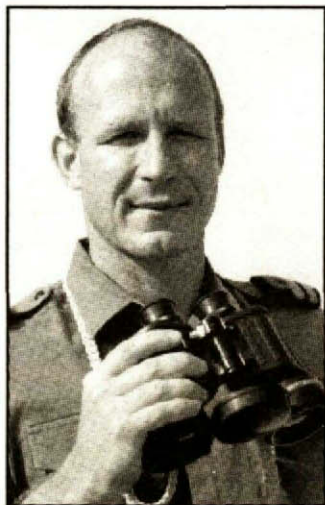
Lt Cdr Jeff Faulkner was a lieutenant and Navigating Officer in HMS Herald, mine countermeasures "mother ship" during the conflict with Iraq.

He confounded the experts by suggesting that the satellite global positioning system (GPS) could be interfaced with ship Computer Assisted Action Information Systems (CAAIS). It was something that the specialists had said could only be achieved through long-term development.

Amphibious force

Mine countermeasures vessels need precise navigation necessary for modern mine hunting methods by interfacing their CAAIS with electronic position fixing systems which are normally located ashore. But in the northern Gulf the shore was occupied by the enemy.

The only conventional navigation method available to the Hunts, tasked to clear a path for a large amphibious force to enter Kuwaiti waters, was a buoy system which



Lt Cdr Jeff Faulkner photographed in HMS Herald during the Gulf War.

could be automatically tracked by radar. However, the method was less efficient, would take longer and was vulnerable to enemy detec-

tion - in waters within range of land-based missiles.

GPS had been made available for Operation Granby. But while it was radar silent and difficult to detect by an enemy, the established belief was that it could not be interfaced with CAAIS without the long-term development of dedicated hardware.

Seizure plan

Only nine British Hunt-class vessels were available for the operation. While the four US MCMVs in the Gulf were fitted with integral GPS they could not enter the minefields with any safety due to their high noise levels, magnetic signature and lack of protective equipment.

As part of the planning for the operation, Lt Faulkner had been tasked to examine the utility of suitable land-based sites in the northern Gulf.

Such was the desperate need to establish electronic position fixing systems that it was originally proposed that Marines go ashore to capture and hold sites, as a com-



promise between military risk and navigational accuracy.

Although he had not been tasked to produce an engineering solution to the problem, Lt Faulkner came up with an answer which achieved interface between GPS and CAAIS using a serial data cable and software modification. It proved easy to install and user-friendly - and made the seizure of land sites unnecessary.

In recommending an ex gratia payment, Britain's Senior Naval Officer Middle East at the time, Commodore Chris Craig, reported:

"This interface has had a major effect on Gulf operations which is totally disproportionate with its small cost. Mine warfare in the Kuwait theatre of operations has been an outstanding success.

"This success would certainly have been considerably lessened, and may not have been possible, without this navigation system."

Lt Cdr Faulkner is now senior instructor at the RN Hydrographic School, HMS Drake.

Departure of Renown

LORD HEALEY takes a last look inside HMS Renown, the submarine his wife launched when he was Defence Secretary in 1967.

He and Lady Healey were guests of honour at the decommissioning of the nuclear powered Polaris boat at Clyde Naval Base.

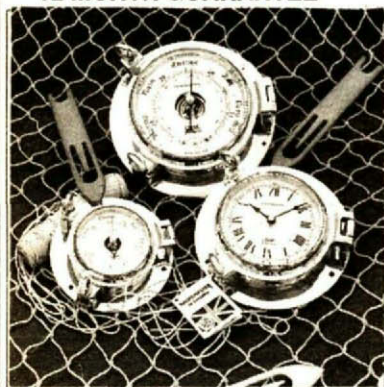
Also among the 600 guests were Renown's first and last Commanding Officers, Capt Robin Heath RN (ret'd) and Cdr Ian Arthur, former members of her crew and representatives of the industry that built her.

Renown will be moved to Rosyth where she will join her sister vessels, Revenge and Resolution. The last Polaris boat in service, HMS Repulse, is due to decommission later this year.

● Britain's third Trident-armed nuclear submarine, HMS Vigilant, has arrived at the Clyde base to begin contractor's sea trials.

Picture: LA(PHOT) Paul O'Shaughnessy

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Racer to head for Baltic

THE Services' sail training yacht HMSTC Racer will be the Royal Navy's entry in the Tall Ships Race for the month beginning July 9.

This year the race takes place in the Baltic, starting from Rostock in Germany and ending in Copenhagen via St Petersburg and Turku in Finland.

Male and female applicants of all ranks and rates are invited to apply to crew for one of the three legs of the race or for either the voyage from Gosport to Rostock beginning on June 24, or from Copenhagen to Gosport, arriving August 24.

Racer, a Nicholson 55 yacht, berths a skipper, normally appointed by the Joint Services Sail Training Centre, and 11 crew. Reservists and members of University RN Units are eligible, but for the race itself priority will be given to those born after June 9, 1970.

Newcomers to sailing are being encouraged to apply, although the skipper must hold an RYA Yachtmaster (Offshore) certificate and must be NIC 55 qualified. Cost per person ranges from £160 to £310 depending on which leg is chosen.

DCI RN 48/96

Storage of property

STORAGE arrangements for the personal property of single, Service personnel posted overseas took

effect from the beginning of the year.

Now a single officer or Service person who has no suitable place in Britain to store property, or through the urgency of their posting is unable to make arrangements, can have it removed to the Central Depository at RAF Stafford.

DCI JS 2/96

Joint staff

A JOINT Planning Staff has been formed at HQ Land, Wilton, in preparation for the formation in mid-1996 of a Permanent Joint Headquarters. The PJHQ will subsume the Joint Planning Staff, the Joint Force Operations Staff and the Joint Warfare Staff.

DCI JS 1/96

Top essay

AN ESSAY on how technology affected the role of navies in the 19th century won the 1994 Naval History Prize of £200 for Lt Cdr Nicholas Barker. Runner-up for a £120 prize with an essay on the same subject was Lt Cdr Shaun Lewis. At the time Lt Cdr Barker was serving at Portland and Lt Cdr Lewis at the Clyde Submarine Base.

DCI RN 2/96

Regatta

THE 21st Services Offshore Regatta (SOR 96) will take place on July 10-13. Entrants from Regular members of the Armed

Forces will be able to take part in two races - The Princess Elizabeth Challenge Cup, to be sailed in the Solent, and the main race from the Solent to St Peter Port, Guernsey.

Entries must be with the Secretary, SOR 96, RNSA Office CO RN and RAYC, 17 Pembroke Road, Portsmouth, PO18 2NT (tel. 01705 823524), by June 24.

DCI JS 16/96

Alps event

SERVICE mountaineers with the required level of experience of rock climbing, rope handling, abseiling and climbing in snow and ice, are invited to apply for a place on the Joint Services Alpine Meet.

The meet, in the Mont Blanc region of the French Alps, will be held from July 27 to August 9 and will be led by Lt Cdr Neil Hicking, METOC, Northwood, Middlesex, HA6 3HP. Application forms must be with him by June 1.

DCI JS 19/96

Uphill race

THE WELSH 1,000m Peaks Race will be held in Snowdonia this year on June 1 and will be organised by Gorphwysfa Fell Runners Club and the Army in Wales. The course begins at Aber on the North Wales coast and ends at the summit of Snowdon.

Six-person Service teams are invited to apply by April 19 - enquiries to Capel Curig TC (tel. 01690 720 291/292). DCI JS 20/96

Going Outside

Ex-submariner Anton Tarczynyn on the road to success with The Yellow Rolls-Royce. Picture: Samantha Pritchard of Plymouth Evening Herald.



Anton's drive helps him to leave in style

WHEN A BACK injury ended Anton Tarczynyn's 22-year career in the Royal Navy, the CPO(COXN) decided to transfer his driving excellence from nuclear-powered submarines to a Rolls-Royce car – and make money in the process.

With a distinctive yellow Rolls and a smart chauffeur's uniform, Anton is offering his services for hire to anyone who wants to be driven in style in the Plymouth area.

And he has done it all by using his initiative to gain as much financial and advisory help as possible from Service and ex-Service resettlement agencies.

"For years I was the personal military staff car driver to Flag Officer Submarines," Anton told *Navy News*. That gave me valuable experience as a chauffeur, so when I left the Navy I completed a course which qualified me as a Fellow of the Professional Chauffeurs Guild.

"Then from the RN Resettlement Office in HMS Drake I got to know of The Royal British Legion loan scheme for Service people setting up small businesses."

Anton had his heart set on a restored, 1978 Rolls which he had seen. "It was bright yellow, a distinctive colour which was just what I needed for my business. I decided I would trade under the title of The Yellow Rolls-Royce."

Business plan

The car cost Anton £17,500, and he needed a further £2,500 to set up his business, but the severance grant he had received from the Navy was not enough to foot the whole bill.

For six months he worked hard to put together a business plan and feasibility study with the help of Plymouth Enterprise Agency, who also granted him £500 towards his training on the coveted chauffeur's course at the Rolls-Royce School of Excellence.

"I submitted my business plan to The RBL Small Business Advisory Service. They interviewed me, liked what they heard and granted me a £2,500 small business loan."

Charging between £160-£200 for wedding transport, Anton believes that the shortage of good quality cars and chauffeurs will ensure his business success. "I managed to get started by taking advantage of all the help on offer. I've learned a lot in the process and I'm more than happy to advise anyone thinking of taking a similar course."

Anton can be reached on 01752 337129 (0374247068 mobile).

Colin gets on his bike . . .

SOPHISTICATED cycling in the South-West is being offered by a holiday firm in which retired Lt Cdr Colin de Mowbray is a partner.

Cycle Cruising (01935 823783) packages "gentle routes", a support vehicle, professional staff, and luxury accommodation for sightseers on two wheels.

Change of address

HEAD office and London Central Branch of the Regular Forces Employment Association have moved to new premises.

The new HQ phone number is 0171 321 2011, and the new London Branch number is 0171 321 2177.

Legion to grant 120 loans

THE RBL's Small Business Advisory Service which helped Anton Tarczynyn expects to grant a total of 120 loans this year.

Ex-Service people who join the growing number of self-employed – the figure has doubled since 1979 – are entitled to apply for a small business loan on very favourable terms.

On approval of a business plan, The RBL will grant a loan of up to £5,000, interest free and repayable in five years.

"The Legion's schemes have helped create many thousands of these jobs over the last few years with loans and advice," said a spokesman for the SBAS. "They are acknowledged as a valuable input to the Tri-Service Resettlement Organisation in assisting Service personnel when returning to civilian life."

The SBAS's Business Starter pack is a best-seller, while instant telephone advice is on offer on 01980 847753 before and after business start-up.

● After ten years at Maidstone the SBAS has moved to Tidworth where The RBL Training Company's college is situated.

Since April last year Tidworth College has provided resettlement courses lasting from one to six weeks for 271 Royal Navy personnel ranging from Ordinary Seaman to Commodore, and have already taken bookings for 239 RN members for courses over the next five months.

The Course Co-ordinator can be reached on 0151 357 2938.

In February the Legion's President, Vice Admiral Sir Geoffrey Dalton, officially opened the college's Leopold Muller Hall of Residence.

Life of freedom behind the bars

SCOTTISH & Newcastle Tenancies are keen to attract ex-Navy personnel to run some of their 779 pubs – following their favourable experiences with tenants who have left the Service.

"Running a pub is different – the pub trade suits people of all backgrounds, and Service personnel with the right skills can successfully take on a pub tenancy," said a Scottish & Newcastle spokesperson.

However, the company advises anyone contemplating a tenancy to look for a company with a wide range of pubs, a good selection of beers and a reputation for training.

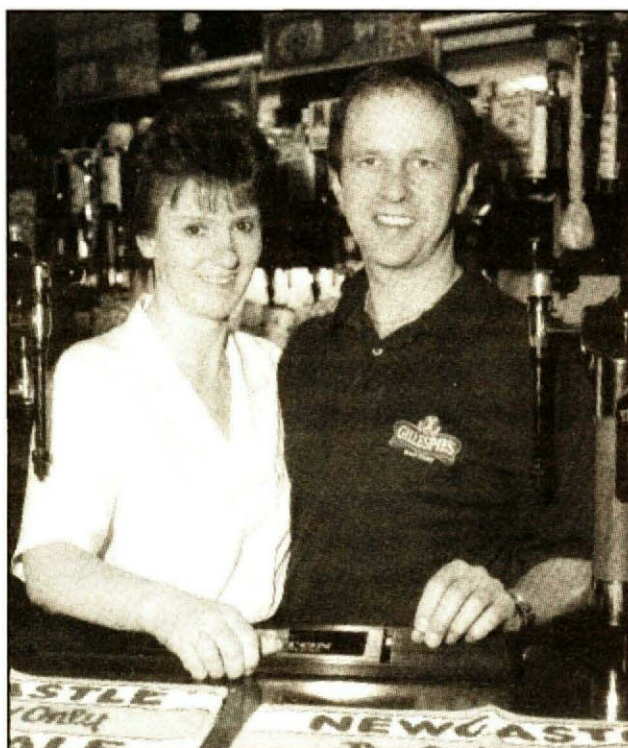
Personality

Prospective tenants should scrutinise the lease agreement to establish whether it allows entrepreneurial freedom, whether it is short and flexible and who is responsible for repairs and refurbishment.

They should also establish whether their personality is matched to the type of pub they choose to take on. No educational qualifications are necessary for any tenancy, but useful qualities include supervisory experience, a good head for business, an outgoing personality, leadership potential, energy, initiative and commonsense.

Tenants are responsible for recruitment, training and motivation of staff as well as cellar management, food service, security, financial planning and control, and marketing.

Scottish & Newcastle recruiters can be reached on 0500 949596.



Ex-sailor Ian has The Globe at his feet . . .

IAN MILLS, pictured here with his wife Sandra, retired as a POSTD after 24 years service – and as part of his resettlement programme he signed up for the British Institute of Innkeeping course by which he qualified in food hygiene and advanced cellar management.

He took on Scottish & Newcastle's The Globe pub in Standish, Wigan and catapulted it to the forefront of good food in the area. He received the Accolade of Catering Excellence and a Children's Certificate.

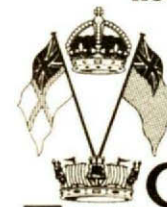


For those in peril..

Disaster at sea can strike at any time. But life ashore has its disasters too – when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund looks after Royal Navy and Royal Marines widows and orphans from two World Wars and the Falklands Campaign to the present day. It is also the vital safety net for the many organisations serving the Merchant and Fishing Fleets. Every year, some 80 or more maritime charities receive over £2m in help from KGFS.

Sadly, the need continues to grow and we need your help to continue caring for the sea's victims in the years ahead. Please support us with your donation now, and please remember KGFS in your Will.



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Bugis Street revisited



**Chatham's
Singapore
defence
pitch**

ARMILLA Patrol ship HMS Chatham took a break from the Gulf region to head further east for an eight day visit to Singapore, where she was the focal point for British industry taking part in the Asian Aerospace 96 trade show.

British Aerospace held a presentation on board for the Singapore Navy and the Type 22 frigate conducted a Sea Day, embarking visitors for the passage around from the naval base at Sembawang to the commercial docks at the south of the island.

Sembawang dockyard, now mainly a commercial ship repair yard, was originally home to the Royal Navy's Far East Fleet and to old hands it remained one of the few areas

still recognisable.

In the past 25 years Singapore has become one of the so-called "tiger economies" and much of the island is now covered in high-rise blocks and motorway systems.

While Chatham was there the final stage of the ultra-modern rapid transit train system was opened, linking Sembawang with the city centre.

A few reminders of colonial days survive, albeit in slightly sanitised condition. You can still buy a Singapore sling at the famous Raffles Hotel – and there is still plenty of nightlife on Bugis Street, although not in the style of old!

Warm welcome

However, Singapore proved to be a popular run ashore with plenty of attractions to suit the modern sailor – theme parks, seaworld centres, cable car rides to offshore islands, a world-renowned zoological park and a small surviving part of the original Chinatown, while at the base the Terror Club and the New Zealand Forces Centre provided a warm welcome with their pools, restaurants and bars.

Around 50 wives, mums, dads and girlfriends flew out for a holiday in the sun, most moving on to Phuket in Thailand, Chatham's next port of call for six days before moving on to a short refuelling stop at Goa, a quick visit to the Maldive Islands – and back to the Gulf again.



● Top: HMS Chatham's sea boat escorts her down the Straits of Johore. Above, left: OM Gary Glennister (left) and LRO Paul Westlake get a taste of modern Bugis Street – coconut milk! Above, right: sailors strike a bargain in what's left of Singapore's Chinatown.

Plover helps raise \$1.3m for LEPs

HMS PLOVER played host to hundreds of visitors when the Royal Navy and the Hong Kong Military Service Corps opened their gates to the public to raise \$1.3m for the Locally Engaged Personnel Trust.

This is the charity set up by the British Forces to provide for Hong Kong Chinese former members of the Garrison who may find themselves in need or distress after 1997.

Over 40,000 people made their way to Stonecutters Island and HMS Tamar naval base to enjoy a week-end of spectacular entertainment.

The famous green Star Ferries kept up a constant shuttle from

Tsim Sha Tsui and Central and while many of the arena events drew large audiences the longest queues formed up alongside the patrol craft.

Many visitors were willing to wait up to an hour before stepping on board and trade in Plover memorabilia was brisk, with locals making heavy inroads into the ship's supply of T-shirts, baseball caps, badges and posters.

Also popular was HMS Tamar's Clearance Diving Team's display which included the only recompression chamber in Hong Kong, now mainly run by the Fire Services Department.

Highlight of the show centred around the basin, however, where ships, helicopters and assault craft featured in an exciting anti-terrorist display.

A Wessex helicopter from 28(AC) Squadron RAF Sek Kong hovered over one of HMS Tamar's 250-seater ferries while members of the Royal Marines detachment rapid-roped onto its deck to rescue a hostage.

As Fast Pursuit Craft raced around in support there was a lot of shooting – and shouting – until their mission was accomplished.

A capacity crowd had gathered around the football pitch to see the Commander British Forces Maj Gen Bryan Dutton open the proceedings by dotting the eyes of the lions and dragons – thus ensuring good fortune would attend the weekend's programme.

Arena events included 29 Transport Squadron, Royal Logistic Corps and Dragon Company of HKMSC taking part in colourful lion and dragon dances, followed by motorcycle and dog displays and a rousing performance by the Pipes and Drums of 1 Bn The Royal Gurkha Rifles.

● Cpl Andy Wilson, RM spins a Fast Pursuit Craft around HMS Tamar's basin during the anti-terrorist display.



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ON WITH THE SH



FA2 Sea Harriers from 801 Squadron in HMS Illustrious drop flares during a flying display for the Israeli military off Haifa

Peace in Bo gives carr more free

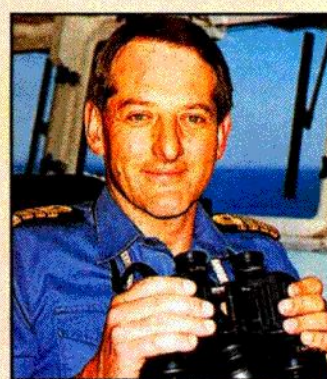
HMS ILLUSTRIOUS is back in Portsmouth enjoying the first respite for a duty carrier in more than three years of back-to-back deployments to the Adriatic.

The deployment of 60,000 IFOR troops and armour in Bosnia and their success in policing the fragile peace has provided enough stability for the ship to leave the region.

But Illustrious will remain within 21 days of the Adriatic and is ready to return if her air power is needed to support ground forces which include 15,000 British personnel.

HMS Ark Royal, Invincible and Illustrious have provided a continuous carrier presence in the region since the Ark sailed with a light gun battery and specialist army units to support Britain's humanitarian operations in Bosnia in 1993.

The commanding officer of HMS Illustrious, Capt Jonathon Band, said: "In the early days of UN support the first response



Capt Jonathon Band, CO of HMS Illustrious

was to get British troops and their artillery to Bosnia and to give them air cover, and that could only be done by us in the Navy.

"Since then the air campaign has gained its credibility and the mixture of land and sea based air power has given great flexibility. In winter you can never be sure whether an airfield is going to be open but the ships can normally get to places where we can open our airfields and provide a range of capabilities."

Quality

"What the British carriers have provided is not weight of numbers, but quality, particularly in terms of maritime aviation in the early period and the last three deployments of HMS Illustrious and HMS Invincible, and the introduction of the FA2 Sea Harrier.

"Its superb radar, weapons and camera fit have given the air commander a high quality asset even though the numbers are obviously smaller than in squadrons ashore."

RAF tries flight deck for size

GROUND attack aircraft from the Royal Air Force have been flying from HMS Illustrious in trials which could lead to RAF Harriers regularly embarking in Royal Navy carriers.

Illustrious hosted two GR7 Harriers from RAF Wittering for the 'day' stage of trials which saw the bombers flying joint missions with the ship's FA2 Sea Harriers.

The aim is to combine the devastating ground attack capability of the GR7 with the FA2's ability to acquire targets beyond visual range and provide fighter cover on the way in.

Night-flying trials will be conducted from Illustrious or Invincible later in the year

and if successful the first deployment on exercise or operations could come next year.

Illustrious's CO, Capt Jonathon Band, told *Navy News*: "The combination of the two aircraft employed from the sea in a power projection role is something that we need.

Exciting change

"It would give us the option of putting, say, six GR7s on board with six to eight Sea Harriers, which would give us a much greater weight of attack or presence, whatever was needed.

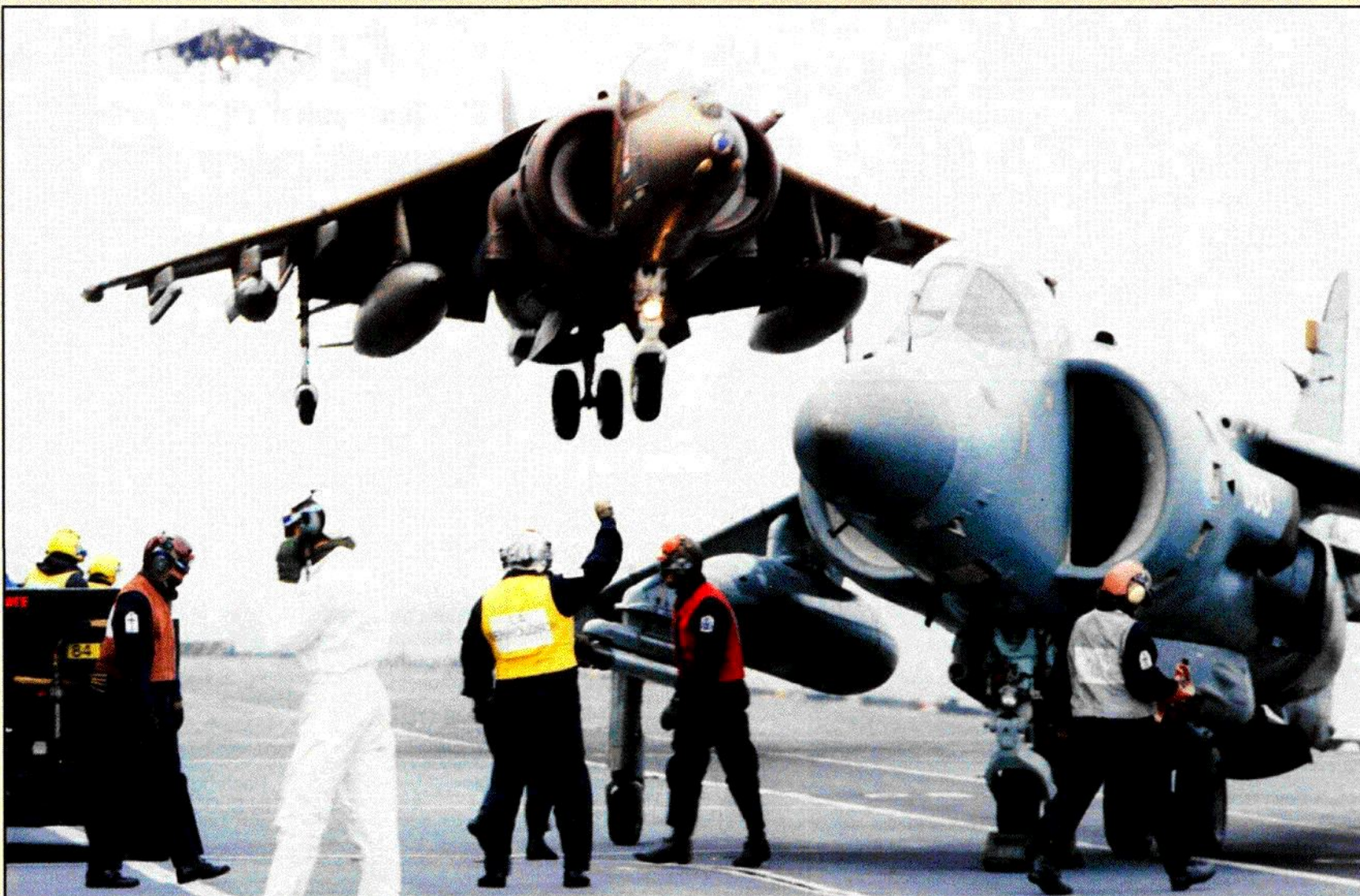
"They would come from their own squadron and it would be one of their des-

ignated roles, which would be practised annually. It is a very exciting and high profile change. I think we have just opened the box on what we could do together."

In addition to operating separately in their primary roles the aircraft could also conduct joint reconnaissance missions and the GR7 can be armed with the sidewinder air-to-air missile to provide back-up for the FA2s.

During the trials the aircraft conducted joint bombing exercises on ranges ashore and flew against jets from the American aircraft carrier USS George Washington.

Below: GR7s from RAF Wittering land alongside Sea Harriers from 801 Squadron



HMS Illustrious leaves the Mediterranean for the Adriatic on her last deployment

OW!

Bosnia iers dom

Illustrious will stay in Portsmouth until Easter, giving the ship's company a well-deserved break after spending 11 of the last 15 months at sea.

During her latest four-month deployment the ship had to cancel a Christmas reunion with families in Barcelona to provide immediate air cover for IFOR troops arriving in Bosnia. In a 65-day stint at sea she became the first British aircraft carrier to come under NATO command.

The ship returned with her escort HMS London and the RFA's Fort Grange and Olwen and in mid April the carrier task group will sail for the east coast of America where one of the largest military exercises since World War II is taking place.

Exercise Purple Star will involve Royal Navy frigates, destroyers, the assault ship HMS Fearless and the carrier group with more than 40,000 Royal Navy, RAF and Army personnel and their US counterparts working together for three weeks.

Purple Star provides an ideal opportunity for Illustrious to put her anti-submarine and anti-air warfare skills to the test in deep ocean after such a long spell in the narrower, shallower water of the Adriatic with its busy commercial airways overhead.

During Illustrious's deployment she visited Malta and Haifa where she showed off her capabilities to the Israeli military.

On the way home she had time to requalify some of her Harrier pilots in night operations and conducted mutual training exercises with the American carrier USS George Washington.

● HMS Beaver and HMS Brazen remain in the Adriatic to enforce the UN arms embargo.

Above: Basic Instinct singers Helene Horlyck (left) Karen Noble and Kate Setterfield

Pictures by HMS Illustrious Photo Unit

Right: Comedian Bobby Davro topped the bill in the Combined Services Entertainment show off the coast of Sardinia

Below: The Prince of Wales spent a night in HMS Illustrious during a low-profile visit to Bosnia in February. HRH toured the ship and met many of the ship's company. He is pictured with Capt Jonathon Band.



Stars meet ship half way home

COMEDIAN Bobby Davro topped the bill in an uproarious show in Lusty's aircraft hangar off the coast of Sardinia.

His act was custom-made for the captive audience who were delighted by a brand of humour free from the constraints of family viewing.

The night before the show Bobby met many of the ship's company and dug up some useful ammunition for his act.

Bobby has appeared before Service audiences in Germany, Cyprus, Kuwait and Northern Ireland but this was his first show in a ship. He said: "I have to say the Navy were the nicest bunch. It was a really good crack - they were a great audience."

Highlight

Bobby's show was the highlight of the three-hour performance which included the phenomenal juggling skills of Steve Rawlings and talented trio of singers Basic Instinct.

The show was arranged for the ship by the Combined Services Entertainments organisation, previously known as the Entertainments National Service Association (ENSA) or more fondly as Every Night Something Awful!

CSE arranges shows for servicemen and women all over the world. Entertainments officers or PROs who would like more details should contact CSE Tour Manager Tom Spencer on 01494 878360.



Chinook and harrier fly in formation

A SEA Harrier from 801 Squadron in HMS Illustrious landed safely at Bari airport in Italy with a damaged engine.

But repair work could best be done on board Illustrious and a tri-service team from the helicopter section of the Joint Air Transport Establishment (JATE) at RAF Brize Norton was alerted.

The team, led by Lt Dave Morrison, flew by C130 to Bari where they met the RNLO Lt Steve Barclay and a team from 801 Squadron. A Chinook from 7 Squadron RAF on IFOR duties in Split flew over to complete the task and in truly Mediterranean weather a packed 'goofing' deck saw the first low and slow Chinook/FA2 flypast in perfect formation!



Lord Napier knew a good thing when he saw it

THE NINTH Lord Napier began his naval career at Trafalgar as a midshipman in HMS Defence. Thirty years later he was sent to China to seek a settlement between British sea traders and the Cantonese authorities and died of a fever there less than four months after his arrival.

The Opium Wars which broke out six years later have focused blame on Napier and his mission, but as Priscilla Napier argues in *Barbarian Eye* (Brassey's £25) he was unfairly regarded by those same authorities as a "dangerous spy".

Napier advised that general trade could have been opened – and opium smuggling halted – by the mere presence of a convincing British force off the China coast.

His appointment would have been a challenge to the most skilled of diplomats yet Napier's "solid and expansive mind" was noted even by his Chinese opponents, which coming from them was praise indeed.

He spotted a rocky island occupied by only a few fishermen that guarded one of the finest natural harbours in the world. Why not arrange to trade from there, he argued, rather than up river at Canton, where ships could be boxed in at whim?

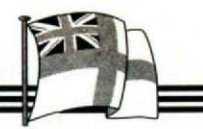
The island was Hong Kong.

Services chess

THE Combined Services Chess Championship will be held in HMS Collingwood on 2-6 May. Contact Lt D Eland on MOD 93816 8017.



At Your Leisure



Duncan's hands-on approach appreciated

COMPARED with Nelson, *Duncan of Camperdown* (Craig-Niven Books, of Diss, Norfolk, £9.95) has almost passed into obscurity – and yet without his cool handling of the mutiny at the Nore a few months before, neither Camperdown nor even Trafalgar eight years later, both victories that removed the threat of invasion, might have happened.

In a well-timed life and times to mark the 200th anniversary next year of the battle that earned Scotland's greatest admiral his place in history at the age of 66, Neil Duncan argues that the mutiny truly saw his finest achievement – as the Prime Minister of the day himself believed.

"Had he failed, the long-term consequences for the security of Great Britain would have been disastrous. Ahead of its time, it was a model for the correct management approach to a major industrial dispute."

It is doubtful whether all of Duncan's management methods would win universal approval today. When a serious disturbance occurred in HMS Adamant, he at once repaired on board to demand if any man disputed his authority or that of his officers.

When one man stepped forward the white haired admiral at once grabbed him by the collar and hung

him over the ship's side, calling: "My lads! Look at this fellow who dares to deprive me of the command of the fleet!"

It worked, though. There were roars of laughter and in the difficult days ahead the crew of the Adamant remained staunchly faithful. Duncan in any case supported most of the men's demands, recognising that their calibre, morale and seamanship set them apart from the opposition.

That the French navy was very much the most inferior part of *Napoleon's Military Machine* (Spellmount, £25) has long been recognised. Philip Haythornthwaite points out that, like the army, the French navy suffered severely from the purges of the aristocracy instigated by the early revolutionary government. Not only genuine "aristos" were hounded out of office but many of the most capable senior and mid-

dle-ranking officers as well, so that of those serving in 1790 only about 25 per cent were still on active duty by June 1791.

"The stupidity of this purge is perhaps best demonstrated by the disbanding of the Marine Artillery, the highly-trained gunnery corps, which (because of their degree of training) was considered elitist and therefore politically suspect; so instead of trained specialists, gunnery was vested in the hands of those who were politically reliable but technically incompetent."

Unlike the army, the navy never truly recovered, partly because of the concentration upon France's role as a continental rather than maritime power and despite all Napoleon's concern with providing it with excellent ships that were often, in fact, superior to those of the Royal Navy.

— JFA



Admiral Viscount Duncan of Camperdown, Baron of Lundie 1731-1804. From a painting by J.S. Copley.

More war stories published

WHEN Jimmy Brown registered for call-up in 1942 he stated a preference for RAF Ground Staff – "something fairly safe with a nice uniform".

In the event, he was given an Army medical and wound up in the RN Patrol Service.

Harry Tate's Navy is his personal story of a famously "mixed fleet" and some of the colourful personalities who inhabited it in the last years of the war – characters like a certain Skipper who "even when sober wasn't very good at bringing the ship alongside", a process described by one member of his crew as "circling for a landing."

"Big eats"

Much of Brown's career was spent on loop patrols out of Durban where the "big eats" were a revelation to one who had never in his life before had two eggs on the same plate.

But when HMS Northern Isles struck the rocks off Durban Bluff on July 19, 1945 he thought he was himself about to provide a meal for the local population:

"... it did nothing for my morale to see several loaves floating out from the galley aft as it went under only to be snapped up by some denizens of the deep."

This entertaining and evocative memoir of the "Minor War Vessels" that set out from Lowestoft to fight in every corner of the globe is available from the author, priced at £6.95. Telephone 01467 621787.

Service with Coastal Forces is the subject of John W. Davies' *Jack – The Sailor with the Navy Blue Eyes* (Pentland Press £17.50), detailing the minutiae of daily life on board Motor Gun Boat 320.

Focke Wulf

On January 20 the boat was in Newhaven Harbour when a Focke Wulf fighter bomber flew across low on her starboard side. Davies and the number two in his guns crew opened fire – and immediately saw flames and smoke gush from the fuselage.

His satisfaction was complete when he learned that the aircraft had just returned from a savage attack on a Catford primary school in which 38 children and six teachers died. Davies was a former pupil.

Merchant cruisers

These two head a list of recently published reminiscences whose titles largely give a clue to the contents.

The Nine Lives of Ding Dong Bell (£8.95, tel. 01248 490376) is Richard Hutson's strongly autobiographical account of the Atlantic war in armed merchant cruisers, of convoys to Malta and of service with the American Pacific Fleet, from navigating a sloop off the coast of Burma to pro-

viding cover for the Russian convoys.

Lucky Me (£7.50, tel 01342 844173) likewise takes Leonard Barton on a similar route in the destroyer HMS Bicester, "surviving bombs and torpedoes by the narrowest of margins" through a lot of action, mostly in the Mediterranean.

Salvation

Not Like Other Boys (£5, tel 01323 898937) is a novelised account of how Alan Nunn was evacuated away from his over-zealous Salvation Army parents to a kindly foster family, whence he volunteered for the Navy.

He served in HMS Onslow, the so-called "VC ship" which took part in more convoys to North Russia than any other.

An even earlier start was made by Robin Rowe, who joined the Royal Marines as a Boy Bugler in 1941 a few months after his brother died in HMS Hood and went to sea aged 14 in HMS Howe.

He was still only 17 when the Howe came under kamikaze attack off Saki-shima – and what he had previously enjoyed as a "spectator sport" was suddenly too close for comfort, as he relates in *Sticky-Blue – A Boy and a Battleship* (Devonshire House £6.75 Tel 01647 52113).

— JFA

Dancers

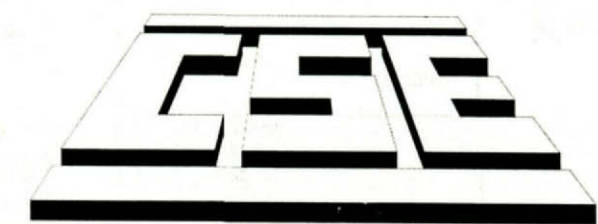
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SUBMARINERS LET DOWN BY THE JAPANESE NAVAL HIGH COMMAND

JAPANESE submarines in World War II performed indifferently and fell far short of pre-war expectations – but the loyalty, dedication and spirit of their crews never faltered despite their lack of success and proportional losses which matched those of their German allies.

In *The Japanese Submarine Force and World War II* (Airlife £22.95) Carl Boyd and Akihito Yoshida show that its failure was in large measure due to unrealistic military planning and preparation.

Despite its failure in the battles of the Coral Sea and Midway, Japanese naval high command continued to hold that it should be used chiefly to assist in a decisive battle between capital ships.

Then came the surprise American offensive at Guadalcanal and the crisis situation after late 1942 seemed to require the use of submarines in dangerous supply and evacuation missions. Thereafter their fate was sealed.

The use of miniature "kaiten" suicide submarines came out of desperation – and failed to measure up to the achievements of their airborne kamikaze counterparts.

There was a claim that kaiten had a hand in dealing the mortal blow to the cruiser USS Indianapolis – which had carried the major parts of the atomic bombs – but the authors conclude that she fell to conventional torpedoes launched by I-58.

Whatever, "in the minds of some Japanese warriors, a peculiar type of justice seems to have been spun out".

—JFA

At Your Leisure

Recognition at last given to the men of the 'secret flotillas'

THOUGH the moonlight flights by RAF Lysanders are best known for keeping open the links between Britain and France during the occupation, the Navy kept up the good work when the moon was down.

Secret Flotillas: Clandestine Sea Lines to France and French North Africa 1940-44 (HMSO £65) has the benefit of author Brooks Richards' own SOE experience and unprecedented access to the archives of the SOE and the Secret Intelligence Service.

Some 200 operations were mounted in all, from Cornwall into Brittany and from Gibraltar into French North Africa, Southern France, Corsica and Northern Italy, landing and picking up agents and ferrying Allied evaders and escapees.

Controversial

Most controversial of these were those carried out by HMS Fidelity, the first British warship to sail in wartime with a female officer – her cipher officer, First Officer Madeleine Barclay.

Fidelity, a cargo vessel refitted as a Q ship, was manned by a French crew who had elected to

serve with the Royal Navy, rather than the Gaullist forces.

Her commander was one Claude Andre Peri, who took the nom-de-guerre of Lt Cdr Jack Langlais after scoring an attempt by the French Consul at Gibraltar to enlist him to carry out a sabotage attack on HMS Hood.

Mistress

Barclay, at one time his mistress, was said to have worked for him as an agent in the Far East.

Both died with Fidelity, along with some 404 others, including T Coy of 40 RM Cdo, when she was torpedoed off the Azores, leaving behind very mixed emotions.

Peri/Langlais has been criticised for, in pursuit of dreams of personal glory, causing vast sums of money to be squandered on converting an entirely unsuitable vessel into an armed merchant cruiser that was too slow and too big and conspicuous for the clandestine ventures in which she was employed.

Seldom can a single ship have caused such diverse opinions in high circles – the Flag Officer Commanding North Atlantic dubbed her "HMS Futility", but she and her commander were highly thought of by the Commanders-in-Chief Western Approaches and Far East Fleet.

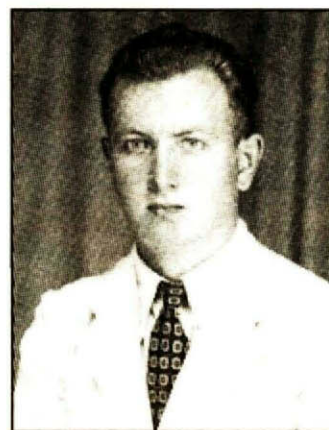
Beyond reproach, however, were the voyages by felucca out of Gibraltar by the Polish lieutenants Kadulski and Buchowski.

Disbanded

By the time this small, criminal-ly unsung unit was disbanded it had carried a total of over 600 people into or out of enemy-held territory and landed around 120 tons of war material, travelling 35,000 miles during 350 days at sea.

This book is a timely account of the achievements of these and many others like them which could not be told at the time – and looked like being ignored thereafter.

—JFA



Lt Marian Kadulski of the Polish navy adopted the name "Krajewski" when he was sent to Gibraltar in March 1941. Nominally head of a new Polish naval mission there, he had actually been detached from the navy to the branch of the Polish clandestine services dealing with evacuation operations. At the time of his arrival on the Rock he was 31 years old and had been in the Polish navy since 1928.



The felucca *Dogfish*, with which Krajewski carried out most of his operations to North Africa.

And this little piggy cried 'Wee wee wee' all the way to the bank . . .

"BUT WHAT are pigs for?" wonders *Babe* the piglet as he gazes around his farm. After all, it's obvious that horses are for pulling, cows are for milking, hens lay eggs. But pigs . . . ?

Screen Scene

It's all a great mystery until one day a cat – it would be a cat – lets him in on the appalling secret.

However, *Babe* is a practical sort of pig who determines that the path to survival lies in usefulness. Sheep-dogs seem to lead important, respected lives: he will therefore, he decides, become a sheep-pig.

So together with his pal Ferdinand the goose, who's aware that something called Christmas is imminent and that a certain time element is involved, *Babe* sets about saving, as it were, his own bacon.

The main thing to say about *Babe* is that it is not just a kids' film. The humour, the barnyard logic and such scenes as the farmer's dance require a grown-up's perspective for full enjoyment.

Made in Australia, the film is a collaboration between the makers of the 1980s *Mad Max* movies and the late Jim Henson's Creature Workshop, who have rendered the various animals via a seamless integration of puppetry, animation and flesh-and-blood critters.

Babe is a film and a character that everyone seems to fall in love with. So finish off those pork sausages before seeing it; you probably won't fancy them afterwards.

Recent video releases include comedy, *Dr Jekyll* and *Ms Hyde*.



Fly, voiced by Miriam Margolyes, encourages *Babe*, voiced by Christine Cavana, in his ambition to be a "sheep-pig". A still from *Babe the Gallant Pig*.

drama, *Jade*, and comedy-drama, *In the Bleak Midwinter*. Of the first of these you could say that since the very title discloses the plot mechanics it's not actually necessary to sit through the thing.

True, but the real point of the exercise is to provide a showcase for the estimable Sean Young. The rangy and frequently raunchy Ms Young has been searching for several years now for that one big, star-making role. This isn't it, but she's the whole show, and fans certainly won't be disappointed.

Jade begins in classic style: the murder scene, arrival of world-weary cop, accumulation of exotic subjects. Before long the plot gets so convoluted that exam boards could set it for A-levels, although a number of eye-popping set pieces, notably the best car chase for ages, keep one watching.

David Caruso, more familiar as a TV cop, is in charge of the proceedings.

Kenneth Branagh's *In the Bleak Midwinter* is one from the heart: a bunch of assorted theatrical types,

some evidently drawn from life, some apparently straying in from the pilot of a TV sit-com, gather in a village church to mount a production of Hamlet.

The rows, the heartbreak, the humour, the triumph. . . It's a digest of every "Puttin' on a show" movie ever made and like the cast itself (R. Briers, J. Sawahla, J. Saunders, J. Collins) represents a potent mixture of the fashionable and the nostalgic.

—Bob Baker

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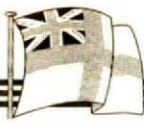
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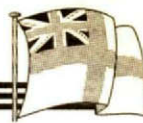
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At Your Service



Reunions

APRIL

HMS Cairo 1939-42 The tenth reunion will be held on April 6. For details please contact Jack Harris, 72 St Leonards Caravan Park, Ringwood Rd, West Moors, Ferndown, Dorset BH22 0AQ. Tel 01202 894121.

HMS Newfoundland 1942-59 The next reunion is at the Trecarn Hotel, Babbacombe, Torquay, April 12-14. For details please contact Tom Parkinson, 19 York Avenue, Coppice, Oldham, Gtr Manchester OL8 4BY. Tel 01260 279819.

The Artificers Reunion (1981-83) will be held in Edinburgh on April 13. Contact Kevin O'Shea, 3 Raven Close, Watermead, Aylesbury, Buckinghamshire HP20 2VE. Tel 01296 433661.

Seaman Specialist Comrades Association RAS(L) & (S) at the 'Hole-in-the-Wall', HMS Excellent, Whale Island, April 13 from 1930 to 2359. All seaman specialists, serving and retired (including wives and girlfriends) are invited. Contact Ralph McDonald on 01225 882046 (working hours) or Snowy Clingham on 01329 317281.

40 Royal Marines Commando (1942-46) Annual reunion April 19-22 at the Broadway Park Hotel, Sandown, Isle of Wight. Contact Peter Fisher, 6 High St, Milford on Sea, Lymington, Hampshire SO41 0QD. Tel 01950 644559.

Swansea Unit, Sea Cadet Corps 60th anniversary reunion, April 20, in TS Ajax, Pilot House Wharf, Marina, Swansea, West Glamorgan. For details contact Lt Mike Thomas on 01792 655335.

The Association of Wrens, Edinburgh and District Branch, celebrate their 50th anniversary on April 20. Details from Madge Thorton, 14 Woodlands Grove, Edinburgh.

Aircraft Handlers Association The 10th anniversary reunion will be held April 24-27 at the Norbeck Castle Hotel, Blackpool. Details from Mr Ian Beard, 6 Meadow Crescent, Castle Donnington, Derby DE74 2LX. Tel 01332 850471.

'EAS Club (all mine sweeping officers who served in Portsmouth and Newhaven Commands 1939-46) celebrates its 50th anniversary with a reunion on April 24 at the Naval Club, London. For details, contact Lt AW Sharpe RNRV rd, 7 West Hill Hall, Harrow-on-the-Hill, HA2 0JQ. Tel 0181 423 1054.

HMS Serene 1944-46 The 17th reunion will be held on April 27 at the Community Centre, Lingfield, Surrey. Details from E Drummond, 5 Green Way, Syke Lane, Scarcroft, Leeds LS14 3BJ. Tel 0113 289 2222.

HMS Ocean Association AGM on April 27 at the Nautical Club, Birmingham at 12 noon. Enquiries to Knowlson, 15 East Avenue, Burnage, Manchester M19 2NR. Tel 0161 224 5582.

MAY

HMS Bullen reunion at St Anne's Hotel, Latham St Anne's, Lancashire, May 3-5. For details please contact Mr Stephen Keeler, Flat A2 Maida Avenue, London W2 1TF. Tel 0171 723 6039.

HMS Gambia Association holds a mini-reunion at the RINA Club, Weymouth, May 3-6. The programme includes a visit to the WO and Senior Rates Mess, HMS Osprey, Portland, and a church service. Details from Les Newman, 3 Coppice Rd, Whitnash, Leamington Spa CV31 2JE. Tel 01926 831599.

HMS Tenby (the F65 frigate and the J34 minesweeper) The next reunion is at the Trecarn Hotel, Babbacombe, Torquay, May 3-6. All Welcome. For details ring Phil Rowe on 0161 7477325.

HMS Jervis and the 14th Flotilla Association hold their 14th reunion on May 4th, 1996. For details, contact WE Skilling, 7 The Hollands, Park Rd, Hanworth, Feltham, Middlesex TW13 6PQ. Tel 0181 898 6857.

HMS Opossum F33 The third reunion will be held in Nottingham May 10-11. Any ex-shipmates not in touch, please contact Harry Catterson, 27 Rissington Walk, Thornaby, Stockton on Tees TS17 9QJ. Tel 01642 881770.

Algerines Association Annual reunion in Portsmouth May 10-12. For details, contact George Patience, 48 Rowsley Avenue, Hendon, London NW4 1AJ.

HMS Lookout A reunion will be held on May 11 at Burnley for anyone who served or is interested in HMS Lookout. For details, contact Buck Taylor, 5 Milton Rd, Radcliffe, Lancashire. Tel 0161 723 3025.

HMS Cossack Association invites all shipmates, their families and relations to join the association and attend the next reunion on May 11. A warm welcome awaits LO3 and D57 crew, families and those with an interest in the association. Contact GW Toomey, 184 Bebington Rd, Rock Ferry, Birkenhead L42 4QE. Tel 0151 6453761.

HMS Parrot mini-reunion on May 12. All ex-crew welcome. For details, contact Jack Atkins, 17 Great Central Avenue, South Ruislip, Middlesex HA4 6TT.

HMS Hermione Association annual reunion at the Anchorage Hotel, Babbacombe, May 17-19. For details telephone Mr S Brotherton on 01925 824504. New members of any commission are very welcome.

HMS Barham Survivors Association The 40th annual reunion will be held on May 18 at the Royal Sailors Home Club, Portsmouth. Details from Percy Callum, 41 Roedean Rd, Worthing BN13 2BT.

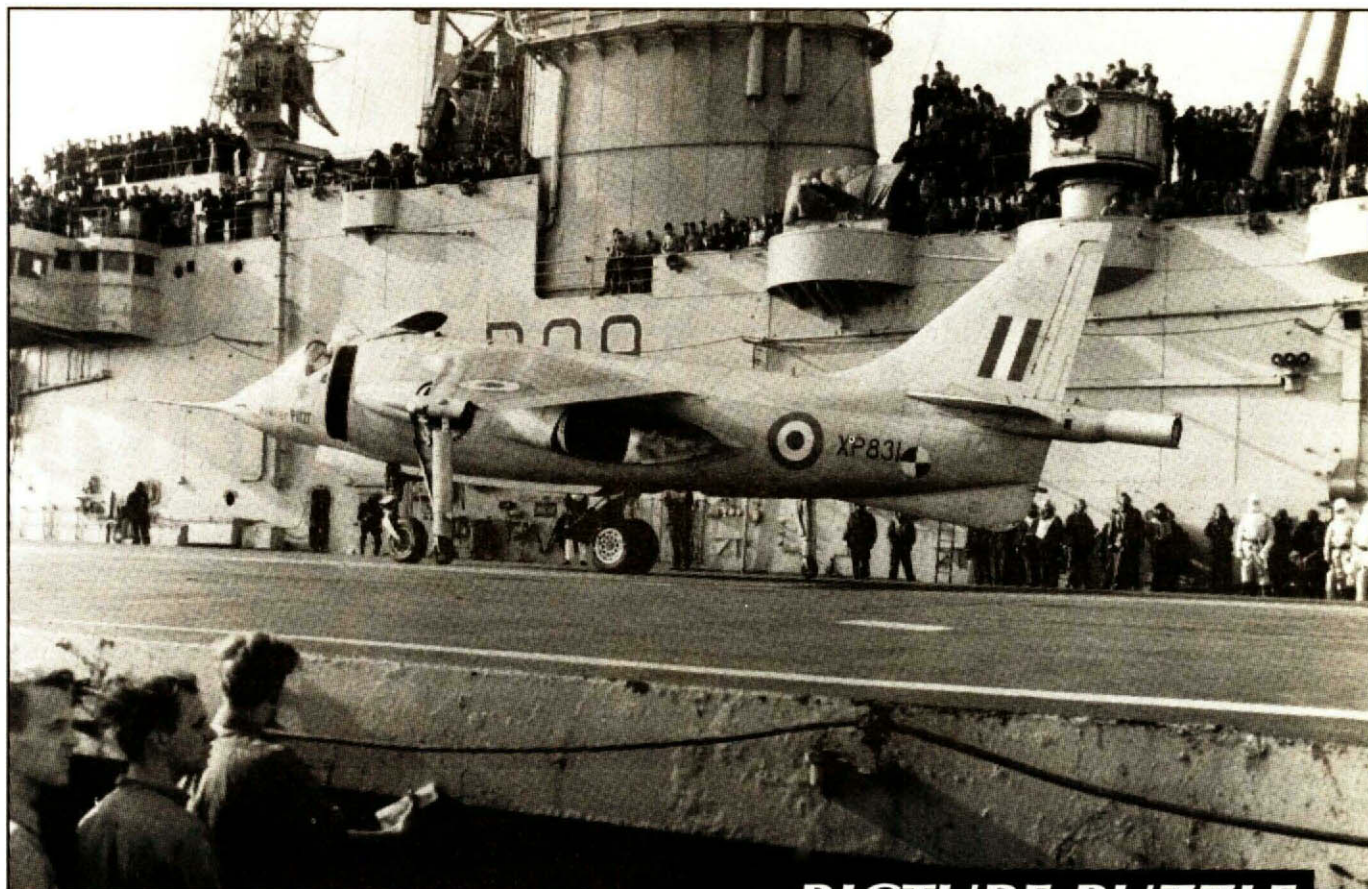
851 Sqn FAA HMS Shah A reunion will be held at the Fleet Air Arm Museum, Yeovilton, on May 18. Details from Frank Ott, 20 Petvin Close, Street, Somerset BA16 0SX. Tel 01458 442047.

HMS Saintes Association will hold its fourth reunion at Gosport RNA Club on May 18. The event is open to any Royal Navy personnel who ever served in her. Contact Mr L Andrews, 65 West Way, Lancing, West Sussex BN15 8LY. Tel 01903 767637.

HMS Cleopatra All ex-Cleopatras can be sure of a warm welcome at the next reunion at the Glendower Hotel, Southsea, Hampshire on May 18. For details, please contact Mr FE Daniel, 45 Glebe Rise, King's Sutton, Banbury, Oxon OX17 3PH. Tel 01295 810024.

HMS Cavalier (1944-72) The seventh annual reunion will be held May 24-27. A visit to the ship has been arranged for May 25. All ex-Cavaliers and others interested should contact Sid Anning, 14 Kipling Gardens, Plymouth PL5 3DD. Tel 01752 768201.

HMS Burges (K347) A reunion will be held on May 31 at Great Malvern. All ex-crew are invited to contact Mr D Benson, 313 Dividy Rd, Stoke on Trent ST2 0BJ. Tel 01872 281872. Tel 01745 856968.



PICTURE PUZZLE

THE WINNER of the Navy News Mystery Picture competition No. 12 which appeared in our February issue is Mr G Broomfield from Southampton.

His entry correctly identified the photograph of the monitor HMS Marshal Soult (1915-46) pictured in her role as a destroyer depot ship during World War II. The competition attracted a record 552 replies and Mr Broomfield receives our cash prize of £25. A further prize is offered for a correct solution to this month's puzzle. Tell us:

1. What event is taking place and in what year.
2. The name of the ship.

Complete the coupon below and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

MYSTERY PICTURE 14

Name.....

Address.....

.....

.....

1. The event and year is.....

.....

2. The name of the ship is.....

Coupons giving correct answers to the questions will go into a prize draw to establish a single winner. Closing date for entries is May 15.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our June edition. The competition is not open to Navy News employees or their families.

JUNE

RAF Leuchars (892 Squadron) A reunion is being held in June in the Yeovil area. For details send a SAE to CPO Mumford or LAEM Black at HMS Heron, Ilchester, Somerset BA22 8HT.

HMS Witch A special reunion and dinner is being held in Liverpool on June 12. Guest of honour will be an American survivor rescued by Witch from his ship Independence Hall, lost in 1942. The next morning will be spent visiting sites of naval interest. Contact Tony Miles, Greenacres, Ashford Carbonell, Near Ludlow, Shropshire SY8 4DG. Tel 01584 831427.

Portsmouth Command Field Guns Crew annual reunion will be held in HMS Excellent, Whale Island, Portsmouth, on June 22. Full details from Peter Ruddock, 144 Highland Rd, Portsmouth PO4 9NH. Tel 01705 753897.

JULY

HMS Vigo (D236) 1949-52 The third reunion will be held at the Royal Fleet Club, Devonport, July 13. Details from Bob Taylor, 25 Poolhouse Rd, Great Barr, Birmingham B43 7SL. Tel 01564 702666.

HMS Brecon (L76) 1942-45 The fourth reunion will be held in July 19-21 at the Claremont Hotel, Birmingham, with a buffet dance at the nautical club on Saturday 20th. For details ring Doug Stevens on 01442 251839.

AUGUST

HMS Rosemary The fourth reunion will be held at Millford Haven, August 16-18. All former shipmates are most welcome. Please contact Spud Taylor, Old Blairbeg, Lamlash, Isle of Arran, Scotland. Tel 01770 600263.

HMS Argonaut Association The 13th Reunion will be held at the Victory Club, HMS Nelson, August 31. Details from V Triggs on 01784 257479.

976 Squad, Royal Marines, Deal 1947 A reunion will be held on August 31 at the Royal Fleet Club, Plymouth. Member of 497 Squad, who joined at the same time, are also most welcome. Contact Peter Wye, 349 Old Rd, Clacton-on-Sea, Essex CO15 3RQ.

SEPTEMBER

HMS Diana The fifth reunion is to be held in Birmingham in September. All commissions welcome. For details, contact Brian Snow on 01604 864205 or Mike Lyons on 01512 840313.

HMS Fisguard (Frobisher) and HMS Caledonia (Benbow) RN Artificer entry of

January 1946. A 50th anniversary reunion is planned for September or October. Members who are interested should contact Dave Hewlett, 319 Havant Rd, Farlington, Portsmouth PO6 1DD. Tel 01705 376086.

HMS Cheviot reunion at The County Hotel, Bedford, on September 14. Please send a SAE for details to Vic Denham, 92 Swallow Rd, Larkfield, Kent ME20 6PZ or telephone 01732 841654.

Porlock Bay The 50th anniversary of the bay class frigate's commissioning is to be celebrated at a reunion at the Porlock Inn, Porlock, on September 14. For details, contact Bernard Griffiths, 2 Marlborough Close, Leominster, Herefordshire HR6 8LN.

OCTOBER

846 Squadron HMS Albion 1962-64 A third reunion is to be held at the Claremont Hotel, Hagley Rd, Birmingham, on October 5. For details, contact Dave Scowen, 34A Louvain Rd, Horns Cross, Greenhithe, Kent DA9 9DZ. Tel 01322 385054 (home) or 0860 243453.

NOVEMBER

HMS Dainty Association The second reunion is to be held at Butlins Southcoast World, Bognor Regis, November 8-11. For details and membership enquiries, contact Peter Hillman, 15 East Mead, Pagham, Bognor Regis, West Sussex PO21 4QT. Tel 01243 265901.

UNDATED

302 Squad Royal Marines (Plymouth, March 1938) A reunion is planned for March 1998 at Stonehouse Barracks, Plymouth. For details please send a SAE to Mr CY Buist, 48 Derwent Rd, Bury-St-Edmunds, Suffolk IP32 6LJ.

HMS Ganges Association meets on the first Wednesday of every month at the Royal Naval Old Comrades Club, 16 Beach Rd, Eastbourne. Contact AJ Lavis, 209 Percival Rd, Eastbourne, E Sussex BN22 9LG. Tel 01323 502773.

HMS Theseus (Korea 1950-51) The second reunion is now planned. For details contact Les Thurman, 41 Maryland Way, Sunbury-on-Thames, Middlesex TW16 6HN.

HMS Fishguard and sister ships (ex-US Coastguard cutters 1941-46) Join now to register for the 1996 reunion which will probably be held in Peterborough. Contact Jim Byrne, 93 Gateland Lane, Leeds LS17 8LW. Tel 0113 273 7243 or Sid Simkin, 67 Orchard Way, Wymondham, Norfolk NR18 0NY. Tel 01953 602656.

Over to you

Admiral Spooner, Captain HMS Repulse, battle cruiser for the Royal Cruise, also motor gunboat Coxswain PO Billington at the fall of Singapore, February 15th 1942, also HMS Repulse, PO Ginger Wilkinson of the motor gunboat P10, Coxswain OS Michael O'Hern, Coxswain PO Pascal, HMS Prince of Wales, and Boy Tel Andrews of motor gunboat P12, ordered to rescue a trapped intelligence officer. Information on all of the above is sought by OS Ian Campbell Hay, 5 Lyles Land North St, Houston, Johnstone PA6 7JA Tel 010 505 614430.

David Spencer Lines HMS Ark Royal 1951-61, **LWTR Kathleen 'K2' Smith**, Lee-on-Solent and Admiralty, and **Alan 'Dinger' Bell**, Lee-on-Solent early 1950s, played rugby and hockey for FAA (last heard of heading for Malaya 1956). Would friends and shipmates please contact W Lines, 149 Warwick Rd, Banbury, Ox16 7AR.

Glendower 1943 What happened to Glendower's banner? It was green with Glendower emblazoned across it. Contact Mr LS Williams, 18 Fern Way, Weaverham, Northwich, Cheshire CW8 3EZ.

Buckley class destroyer escorts Byard, Deane, Retalick, Tyler, Narborough, Waldegrave and Whitaker. Pictures are wanted by Bruce Franklin, 204 W Plumstead Avenue, Lansdowne, PA 19050 USA.

MGB 666 Summer 1944 Are there any survivors? The vessel is believed to have been booby trapped by the crew after she was cornered by two E boats in harbour at Holland. Please contact Jim Watts, a ship-

mate of the coxswain, at 18 Blenheim Rd, Deal, Kent CT14 7DB.

Ma Brads Cafe, Portsmouth Town Station 1940s Do you remember the long, thin, silhouette pictures entitled 'Captain's Rounds' and 'Captain's Defaulters'? Better still, do you know where copies can be obtained? Contact RC Ribbins, 37 East House, Stubbington, Fareham, Hampshire PO14 2RE.

HMS Cambridge will be celebrating the 140th anniversary of the commissioning of the Devonport Gunnership training ship in 1856 and the 40th anniversary of the present establishment on August 8th. An open day is planned for July 27. If any reader has photos memorabilia, or anecdotes that could be used in a display and leaflet, please contact Cdr Andrew Welch, HMS Cambridge, Wembury Point, Plymouth PL9 0AZ. Tel 01752 553740.

HMS Consort Do you know the whereabouts of the ship's bell? Please contact Ron Howell, Chairman, HMS Consort Association, 10 Skipton Close, East Hunsbury, Northampton NN4 0RB. Tel 01604 765857.

Swedish Typewriter, Swedish/English dictionary sought by Tvaran Newson, 50 Dunmow Way, Fulbourn, Cambridge CB1 5HW.

HMS Ganges DE Phillips has a wooden bowl made from the teak of HMS Ganges. Details appreciated. 3 Clocktower Court, Park Avenue, Bexhill on Sea, E Sussex. Tel 01424 222040.



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Calling old shipmates

The Fleet Air Arm Association The Association is open to all past and Serving members of the Fleet Air Arm. There are branches throughout the country. For details, contact Mr Peter Colston on 01243 586577.

HMS Norfolk Does anyone know about a reunion to be held in Blackpool in May 1996? Please write to Harry Gaines, 7C Matheson Court, Thurso, Scotland KW14 8DB. Tel 01847 893209.

Hood Division RN Air Apprentices 1946-50 We joined at North Camp HMS Daedalus in October 1946 and were then split between HMS Fisguard, Torpoint and HMS Caledonia. In 1947 we were recruited at HMS Condor where we remained until 1950. Does this remind you of your early days? For details of a reunion contact Colin Linington, 41 Woodside, Bridgemary, Gosport, Hants PO13 0YT.

HMS Glen Avon (January 1944 - Sept 1944) sunk off the coast of France just after D Day / Braganza NP 2441 RNAS HMS Mayina, Sembawang, Singapore, March 6, 1945 - June 1946 MT Sec. Any old shipmates please contact AB HA Price, 19 Claremont St, Edmonton, London N18 2RP. Tel 0181 803 3587.

RN Bomb and Mine Disposal Dept The V.Revd Pat Rynd of 84 Crank St, Tewantin, Queensland 4565, Australia, would like to hear from any officers who served with this small unit who's HQ was HMS Volcano in Cumberland.

HMS Nigeria, Simonstown 1949, Heddington Castle until 1951, Cardigan Bay, 1953, Kranji Wireless (Singapore) until 1954 then Admiralty Wireless. HMS Sallyport 1955. Ex Tel R F Binmore would like to hear from old shipmates. 63 Ifield Drive, Crawley, W. Sussex RH11 0DG. Tel 01293 512255.

WRNS Telegraphists Class Q41 1953/54 St Budeaux. Seeking Midge Brown, Marion Hill, Elenore Hutton, Heather Little,

Paula O'Flynn, Maureen Payne, Felicity Threlfall, Valerie White for a reunion. Contact Valerie McMinn, 8 Lawrence Grove, Tetterhall, Wolverhampton, West Midlands WV6 9QN. Tel 01902 741616.

HMS Caprice (world cruise 1968) Association. Please write for details and a list of members contacted. Phil Evans, 68 Leicester Rd, Failsforth, Manchester M35 0QY. Tel 0161 681 9044.

HMS Broadsword 1981-83 Any ex-crew who are interested in a reunion should contact Tanzy Lee, 61 Bush Avenue, Little Stoke, Bristol BS12 6NE. Tel 01179 756735.

Torpedoman Francis Cain, joined RN from Eastbourne, served HM ships Collingwood, Rattlesnake, Sheffield, Cumberland and Excellent during WWII. An Australian shipmate hopes to trace his oppos. Please write c/o Jim Frost, 26A Upper Avenue, Eastbourne BN21 3XJ.

HMS Phoebe all commissions. Shipmates interested in a reunion should contact Ken Kent on 01482 441235 or Vic Chanter on 0115 953 1660.

CPO William George Baxter, served September 1918 to November 1945. Ships included HMS Constance 1920-23, Dauntless 1923-26, Calcutta 1935, Gannet 1935-37, Ingfield 1940-42, Newcastle 1943-44 and many others. Ms S Thomas of 132 Ashton Lane, Sale, Cheshire M33 3SQ would be very pleased to receive photographs or hear from old shipmates.

HMS Arethusa Association seeks new members, former shipmates of all commissions, for a reunion in Blackpool in November. Contact Tom Sawyer, 4 Victoria Rd, Wood Lane, Rothwell, Leeds LS26 0AA or telephone 0113 282 9531.

HMS Cook 1962/64 Radio Ops Shiner Wright and Vic Forshaw. Contact Tom Sawyer at the above address or telephone number.

Royal Naval Association

Keeping a Wetherby eye open for recruits

MORE THAN 200 shipmates and guests attended the commissioning, in traditional style, of Wetherby branch.

The ceremony, conducted in the Town Hall by Shipmate Fred Chambers, National Council member for No. 11 Area, was followed by "Up Spirits", a buffet lunch and a programme of sea shanties.

On the same day the branch elected its first chairman – John Utley, a serving CPO who works as an adviser in the Armed Forces Careers Office in Leeds. His first task was to cut the commissioning cake with the Lady Mayor.

Branch Spotlight

Although situated 60 miles from the sea, Wetherby has a long association with the Navy. During World War I the townspeople raised funds for the building of HMS Wetherby, one of the Ascot-class of paddle minesweepers that were named after famous race-courses.

The town is still the proud owner of the ship's crest and holds copies of the shipbuilder's plans for the vessel.

In the Second World War, Wetherby was the site of the stone frigate HMS Cabot, a basic training establishment.

It was later renamed HMS Demetrius and became a Supply and Secretariat school. Finally it acquired the name HMS Ceres before moving to Chatham in the 1950s.

Although membership of the branch is still relatively small, the close association that many feel for the White Ensign is bound to be a factor in raising recruits – and Chairman Utley intends to spread the word among his many contacts, especially serving personnel.



Wetherby's first chairman – CPO John Utley

BY 1942 the western Mediterranean had become an extremely dangerous place for even the most powerful British warships. For small, wooden, lightly armed Fairmile B motor launches it was a death trap which made cunning and deception a vital recipe for survival.

As an RNVR sub-lieutenant, Dereham branch member Roy Price-Fox was transferred from the Flower-class corvette HMS Azalea at Gibraltar to become second in command of the 115ft long ML130, a member of the 3rd ML Flotilla. They were destined for Malta – a long and hazardous voyage for the little coastal craft.

Fitted with extra fuel tanks, a 20mm gun and supplied with hardwood, plywood and canvas to alter her silhouette, ML130 was prepared for her seven-day journey.

False colours

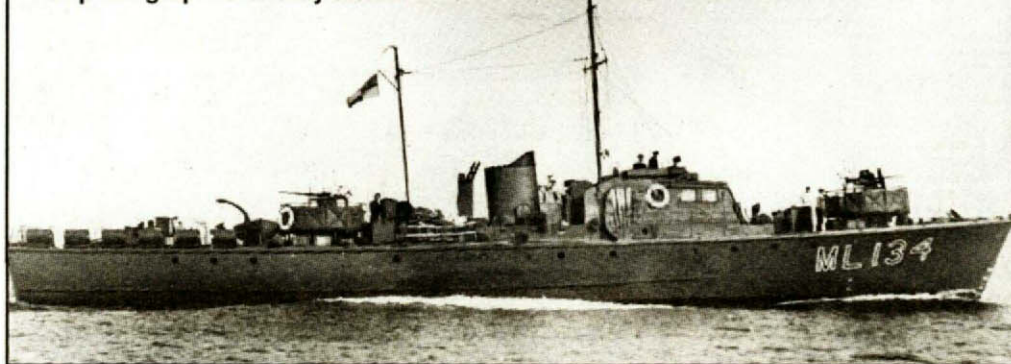
"Under cover of darkness we and the rest of the flotilla headed east at roughly two-hour intervals," said Roy. "The leading couple were ourselves, with Lt David Jolly in command, and ML126 – and we were the only boats to complete the trip first time." The other members of the flotilla failed to make it and had to try again months later.

"Meanwhile, proceeding eastwards, in daylight off French-held land we flew the Spanish ensign. Off Italian ground we flew the French flag, and during the last couple of days when Italian aircraft appeared we hoisted the German ensign and had air escort for about two hours."

One ruse they found particularly

THEY SAILED UNDER ENEMY PROTECTION

A Fairmile B motor launch, a flotilla mate of ML130, and (right) Roy Price-Fox photographed shortly after the war.



effective: when investigated by potentially hostile aircraft, a burly member of the crew would don a beret, sit on deck and pretend to smoke a large cigar – actually, a rolled up piece of brown paper – to complete the "Gallic" picture.

On the last day, as they approached Malta at daybreak, they were joined by an escort of fighter aircraft, and under their air "umbrella" made a dash for the St Elma Breakwater. It was only later that they discovered their flying protectors were Germans.

"Once we were operational our

Tales of the Sea

duties, mainly at night, were to meet and escort our submarines in and out of harbour via the swept channel," recalled Roy. After one such trip to shepherd two submarines out to sea, ML130 finally ran out of luck...

"We were approximately a mile

off St Elma Breakwater when we were illuminated by shore searchlights... The Army had picked up enemy E-boats and were trying to draw my attention to them.

"The E-boats had tailed us in along the swept channel, even though we did a zig-zag, and all seven of them lay in a semi-circle around us from beam to beam."

A furious night action ensued, in which the Germans lost three of their more powerful vessels. But inevitably ML130 was overwhelmed, just three-quarters of a mile from home. Four of her crew



were killed, and eight – including Roy Price-Fox – were seriously injured.

The nine survivors, including one man who was lucky enough not to have a scratch, were picked up by the enemy vessels.

Roy had shrapnel in his head, shoulder, arm and right leg. He was in hospital for eight weeks in Augusta before he and his fellow crew members were sent by train to a POW camp in Germany where he remained for the rest of the war. For the action off Malta he was awarded the DSC.

When he was liberated he returned home to become the Commanding Officer of the minesweeping trawler HMS Redwood, followed by two years' service in the Far East. He retired from the RNR as a lieutenant-commander.

AGM Round-up

Honours for Area workers

TWO officers of No. 5 Area were honoured when Harwich branch hosted the Area's annual general meeting attended by representatives of 23 branches in Essex and East Anglia.

General Secretary Capt Bob McQueen RN (ret'd) was present to witness the chairman, Shipmate Geoff Miles, receive life membership, and the secretary, Shipmate Les Slyfield, receive the John Newson Trophy.

A successful year was reported at Yeovil AGM, during which a collection was made in memory of the late Shipmate Tom Strong and donated to the Royal Star and Garter Home. Shipmate Ken Schooley was elected social secretary.

Ton-up

At Walton-on-Naze it was reported that the branch now had more than 100 members. VE Day fund raising resulted in a surplus of £700 which has been donated to a Service charity. Life memberships were awarded to the president, Shipmate Bill Jenkins, and the secretary, Shipmate George Watkins.

Ferndown membership stands at 170 and is increasing. Shipmate Colin Lewis was elected chairman in succession to Shipmate Mick Arnold who is standing down to become Mayor. Capt Peter Brown RNR was present.

Redruth and Camborne had enjoyed a satisfactory year. Shipmate Bob Saxby had received his standard bearer's badge and now shares duties with Shipmate Ron Stokes.

Ten Keen brothers in arms

FEW families can share Shipmate Ruth Keen's experience of having had ten members of her family – all brothers – serving in the Armed Forces during World War II.

Ruth's late husband was Lewis Keen who served in the Navy. So, too, did his brothers William, Henry and Walter.

Brothers David, Richard, Charles, George and Albert chose the Army, while brother Stanley entered the RAF. All returned safely from the war, although David went through a bleak period as a prisoner of war.

The Service tradition was in the Keens' blood: their father, David, served in the Boer War and in World War I. His youngest child, Florence, a wartime nurse in Portsmouth, married a sailor. Later generations of Keens are also keeping up the Service tradition.

Uxbridge

Shipmate Don Thorpe has been elected branch vice chairman and Shipmate Martin Zak re-elected secretary. Special guest at the AGM was General Secretary Capt Bob McQueen who was presented with an Uxbridge crest.

Southampton

Members laid on a buffet meal for members of the ship's company of HMS Southampton when the Type 42 destroyer visited the city.

The branch meets at 2000 on the second Tuesday and fourth Wednesday of each month at the

Branch News

International Sailors' Society, Orchard Place, Southampton. New recruits are welcome.

Waterlooville

The rental of additional premises as an extension to the clubhouse has been negotiated. After decoration work will begin on the main hall, normal service being resumed as soon as possible.

Barnes, Mortlake & Richmond

The branch was well represented when 200 members of the ship's company of HMS Richmond marched through the town on receiving the Freedom of

Richmond. The salute was taken by the Mayor, accompanied by the Mayors of Richmond, USA, and Richmond, Yorkshire, as well as the Deputy Lord Lieutenant.

The parade was led by the Royal Marines Band, Portsmouth and was followed by a service in the Royal Star and Garter Home conducted by the Rev Simon Lane.

Fleetwood

Thanks to ICI Hillhouse International, the branch now boasts a splendid bell. Used by ICI as a fire alarm bell before their switch to an electric system, it has been refurbished by them to give tone to the branch's monthly meetings.

St Ives

Branches throughout Cornwall were well represented when a party of shipmates visited their adopted ship, HMS Cornwall. The Type 23 frigate, which has just completed

her first major refit, was presented with an oil painting of St Ives by a local artist.

Wigston & District

Members took senior citizens on a run ashore. And two members of the branch, Shipmates Sid Elliott and Dave Baker raised £1,300 during the Poppy Day Appeal.

Lewes

The branch plans to dedicate a seat in remembrance of all Naval personnel who served during 1939-45. The seat will be placed in the Garden of Remembrance at The Grange, Lewes.

Members are welcome to attend the dedication which, as *Navy News* went to press, was planned to take place either on April 29 or May 5. Contact the branch chairman, Shipmate Charlie French, for firm details (tel. 01273 475016).

Haverhill

Since the formation of the branch in 1993, it has grown from seven members to almost 50. The branch standard was dedicated last year and for this year's AGM there was a capacity attendance.

At the meeting, the Lord of the Manor of Haverhill, Shipmate Leslie Rosan, was elected president. And in a letter to the branch, Lord Ivar Mountbatten, nephew of Earl Mountbatten of Burma, agreed to become honorary president.

Survivors at model unveiling

IT WAS standing room only at Swindon club for the presentation of a model of HMS Li Wo, an armed steamer which single-handedly attacked a Japanese invasion convoy in 1942.

Two survivors of the action witnessed the presentation to the club by the model's builder, branch member Shipmate Stan Sorrell. They

were Shipmates Charlie Rogers, the captain of the Li Wo's 4in. gun, and Tom Parsons, the gunlayer. They were among only ten of the ship's 80 crew to survive the war.

A Japanese transport was sunk and another set on fire in the action, for which the Li Wo's Commanding Officer received a posthumous VC.

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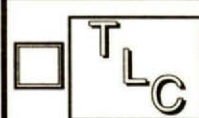
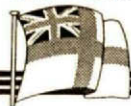
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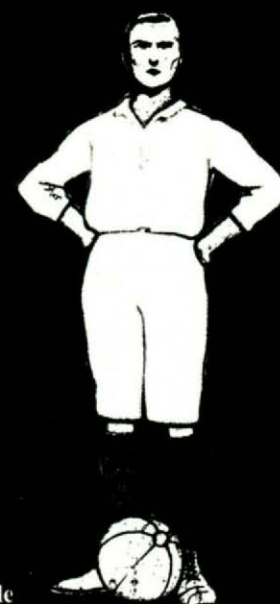


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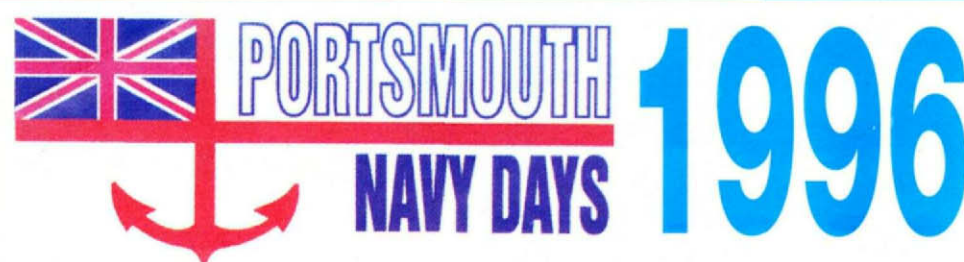
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● HMS Fearless photographed at Portsmouth from RMAS barge 1715 by George Saunders.

Fearless keeps her Stateside star booking

HMS FEARLESS sailed out of Portsmouth at the end of the longest work package undertaken by the Fleet Maintenance and Repair Organisation since warship refits ended there in 1991.

The 32-year-old amphibious assault ship was undergoing a short period of trials and work up before returning to a busy schedule of multinational amphibious exercises starting with Exercise Purple Star off the United States this month.

She entered the FMRO in July last year to undergo an extended Docking and Essential Defects period designed to keep her in service into the next century.

It proved to be a formidable challenge that tested the organisation's diverse skills and management abilities to the hilt, work being variously hampered by a freak fire in a boiler economiser, a badly corroded bulkhead and sub-zero temperatures during a critical period of the 33 week schedule.

Even so, slippage to the original

completion date was contained within an acceptable timescale, enabling her to meet her commitments.

Ten miles of heavy cable were installed, 1,250 new pipes manufactured and fitted together with 4,500 electrical components. Over a thousand sub contracts were placed, mainly with local contractors.

The ship's main galley was completely renewed, converting from steam to electric appliances, with modern electrical equipment also replacing the old steam facilities in the laundry.

● For their part in fighting a fire in one of Fearless's main machinery spaces in October CPOMEMs Ron Renshaw and Malcolm George have both received Commendations from C-in-C Fleet Admiral Sir Peter Abbott.

Paper honour

ADMIRAL of the Fleet Lord Lewin (right) receives the Honorary Freedom and Livery of the Worshipful Company of Stationers and Newspaper Makers from the company's Master, Mr Alan Brooker.

In 1949 the Stationers adopted the Royal Marines – of whom Lord Lewin was last year made Life Colonel Commandant..

Bronington, the book

HMS BRONINGTON, the minehunter commanded by The Prince of Wales and preserved at Manchester as the last of the Royal Navy's wooden walls, opens to the public again this month.

To mark the 20th anniversary of the end of the Prince's active naval career, which falls in December, the Bronington Trust is preparing a colour booklet.

Author Captain Roy Clare is looking for an artist to donate a quality cutaway drawing of the ship and any photographs and memorabilia from former members of her ship's company which should be addressed to him, marked 'Bronington Trust' at Room 4383, MOD Main Building, London SW1A 2HB by the end of this month.



Works of art jump ship – or get lost

THE MINISTRY of Defence has overhauled its procedures for the care of its many hundreds of works of art and trophies since it discovered that over 200 of them had gone missing.

Since *Navy News* revealed over a year ago that the hunt was on for the items – many of them of great historical interest – more than 20 have been located, and it has been established that 23 have been stolen. The Ministry of Defence believes that 161 items, valued at about £100,000, are still on MOD property but have been "misplaced" through poor record keeping.

Supervision

The MOD itself discovered the deficiencies after appointing a specialist curator in 1992. He is now responsible for central supervision and care for the Ministry's considerable collection of works of art.

And a report on the subject by

the National Audit Office has been welcomed by the MOD. A spokesman for the Ministry said: "The NAO has given us advice, and we have accepted it in order to strengthen the new management regime dealing with all our works of art."

Although the NAO report was generally critical of the Ministry's record keeping procedures in the past, it praised as exemplary the work of the RN Trophy Centre at HMS Nelson, which has 24,000 works of art to look after as the Navy's central registry of works of art and trophies.

Cadets chart a course for a life at sea



● Sea Cadets in the chartroom of Marine Society training ship *Earl of Romney*. Left to right are Cadets Timothy Exell, Clare Elson and Kerry-Ann Upchurch (City of London unit) and PO Mandy Straughan (TS *Bulwark*).

SEA CADET Jon Cornwell, great nephew of the famous Jutland boy VC Jack Travers Cornwell, was among 12 members of the City of London HMS Belfast unit who enjoyed a week's sea training courtesy of the Marine Society.

They embarked in the 160 ton training ship *Earl of Romney* to visit several ports and harbours in and around the Thames estuary.

Founded in 1756, the Marine Society is the oldest public maritime charity. One of its aims is to encourage and assist young people to take up seafaring careers in both the RN and the Merchant Navy, to which end it devotes some 23 weeks sea time each year to the Sea Cadets.

It also operates two power training ships, converted from the former inshore survey ships HMS *Egeria* and *Echo*.

Any youth group interested in booking the ships should contact Capt Mike Mills on 0860 787885. There are a few bookings left this year and bookings are now being taken for 1997.

● Bury St Edmunds Sea Cadets' current headquarters are on land now required for development and are appealing for £50,000 to build a boatshed and maintenance area if they are to avoid being landlocked. Details from Bryan Garnham on 01284 787390.

Culdrose UFOs kept out of the X-Files

RN AIR STATION Culdrose has lately been deluged with calls from local people claiming to have seen UFOs – but this is definitely not a job for agents Mulder and Scully of TV's 'X-Files'.

Clearly visible from the high ground to the north of Helston, a long string of white flashing lights has been reported hanging in the sky over the Lizard peninsula.

"I've seen them twice in a single week," one caller said. "They appear in the early morning light, then they fade away."

Sunlight

It turned out that the lights were not alien spacecraft, but sunlight bouncing off the electricity generating windmills of Bonithon wind farm.

Culdrose spokesman PO Bernie Pettersen told *Navy News* that during a period of fine sunny

mornings the wind direction required that the windmill vanes be aligned to reflect the sunlight to the north.

"From a distance the actual windmills are not visible, but the flashes of reflected sunlight from them look like objects in the sky."

"I've seen them myself and from a few miles back they appear to be pulsating directly above the airfield. It's an eerie effect."

"I believe the vanes are being repainted with a matt finish."

● On average, around 250 UFO sightings are reported to military establishments, the police and other organisations and collated by the Secretariat Air Staff at the Ministry of Defence. Last year, perhaps owing to extra media interest, 373 were logged.

Spring clean for Nelson

TO PROMOTE National Spring Clean Week this month HMS Nelson is asking a party of pupils from Chichester High School to help tidy up areas in and around the establishment.

The move follows a similar, highly successful exercise last year.

Energy and Environmental Manager Mike Peters said HMS Nelson was achieving the Government's target of an annual three per cent energy saving.

"Environmentally, we are making huge strides in waste management and recycling and curbing land, water and air pollution – so we will be supporting National Environmental Week next month, too."

香港英軍新聞

Peacock's Second display

ON VISIT to Hong Kong Second Sea Lord Admiral Sir Michael Boyce called on the patrol craft HMS Peacock. He is here piped on board by AB Paddy McCutcheon and welcomed by the patrol craft's commanding officer, Lt Cdr Will Worsley and Lt Tim Redfern.

Admiral Boyce also visited Peacock's sister ship HMS Plover and met RN personnel serving in HMS Tamar on Stonecutters Island.

He gave an interview to British Forces Broadcasting Service presenter Elaine Parnell in the BFBS studio in Amethyst Block.

Barracks up for sale

THE FIRST stage in the sell-off of former Royal Marines barracks in Plymouth has been given the go-ahead by the Ministry of Defence.

"Expressions of interest" have been invited from prospective buyers of Seaton and Coypool barracks. Potential developers will have to submit proposals this month before the Ministry draws up a planning brief in consultation with Plymouth City Council.



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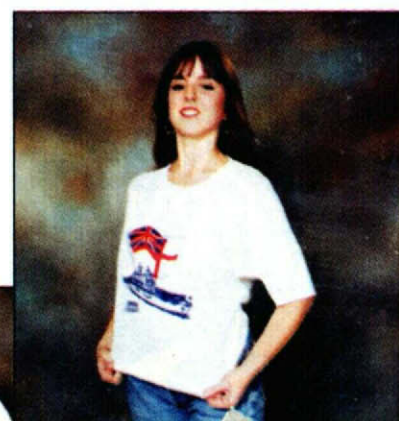
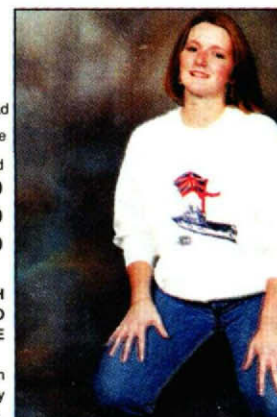
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Westminster back after 'worst winter'

HMS WESTMINSTER is back in Portsmouth after a seven and a half month deployment to the South Atlantic that saw the Falklands' worst winter weather on record.

The Type 23 frigate arrived on station in time to catch the tail-end of a spell of snow, sleet and 60 knot plus winds. For the first two weeks the upper deck, even alongside, was untenable with sheets of ice underfoot and driving spray and sleet.

West Indies

On the way down HMS Westminster had been diverted to the West Indies island of Montserrat to stand by in case of an eruption by the Chances Peak volcano.

There her helicopter, diving team and several shore parties were put to use in relief efforts and in assisting scientists with information gathering.

Exercises

After being relieved by HMS Southampton, she continued her passage south, conducting exercises with the Brazilian navy and an RN submarine.

Despite the appalling weather, Westminster quickly started her patrol cycle, visiting remote settlements such as Fox Bay and San Carlos, establishing the security of some of the 700 scattered islands and the economic zones of the

Falkland Islands and South Georgia.

There were many hours spent exercising with the RAF, while in a naval gunfire support role the ship assisted the Royal Green Jackets and the Royal Gurkha Rifles in their ground defence role.

There were also exercises with Chilean fast torpedo boats in the waters of Tierra del Fuego – but the highlight of the deployment was the re-supply of the South Georgia Garrison, rewarded by calm weather, impressive views of towering icebergs and wildlife sightings of whales, seals, penguins and albatross.

● Back from the cold to a warm family welcome – LS Gordon Abernethy is greeted by wife Suzanne and two-year-old Laura.

Picture: LA(PHOT) Erik Kennelly



NOW THAT'S WHAT I CALL A BARGE!



Fill 'er up – HMS Brilliant and the fuel barge Joey in Maputo.

HMS Brilliant's marine engineers got rather more than they bargained for when they requested fuel to be supplied by barge during a stopover in Maputo, capital of Mozambique.

When she arrived, the fuel barge Joey turned out to be wider and longer than HMS Brilliant herself.

Discussions with the Master of the Joey established that the frigate's "big mama" had followed her all the way from her last port of call, Mombasa in Kenya, for the sole purpose of delivering enough fuel for Brilliant to make it back to ... you guessed it, Mombasa!

HMS Brilliant's final Armilla deployment also included initial sea training of officer cadets and a four-day visit to Kuwait. She is about to return to the UK to begin preparations for her transfer to the Brazilian navy later this year.

Engineering needs you

WEAPON engineers at HMS Collingwood are staging a huge exhibition in June to celebrate the 50th anniversary of their specialisation and to showcase engineering opportunities for thousands of young people.

The Princess Royal will preview the event which runs from June 24 to 28 and will see 60 of the country's biggest engineering firms exhibiting alongside the Navy.

HMS Collingwood is the largest naval establishment in Northern Europe and has examples of every communication and weapons fit available to the surface fleet, including the Goalkeeper close range defence and Seawolf missile systems.

The "People in Engineering Exhibition" is expected to draw up to 20,000 visitors, including Navy and Ministry of Defence personnel and students from schools and universities throughout the country.

Recruitment staff hope to interview 1,000 young people to help select 50 candidates for Britannia Royal Naval College, Dartmouth,

and identify scores more for specialised engineering training.

The establishment faces its busiest time for more than a decade with 1,000 Operator Mechanics and 200 apprentices to train in the next two years.

Latest advances

Companies such as Marconi, Racal, BT, British Aerospace, Ferranti, Siemens Plessey, Dunlop Hiflex and Hewlett Packard will be there to demonstrate the latest advances in technology and to attract new talent.

Weapons Engineers can trace the roots of their branch back to the original Electrical Officer specialisation founded in 1946, made up mainly of communications and torpedo experts.

Collingwood's CO, Captain Charles Crawford, said: "As a professional specialisation in the Navy we have been in existence for 50 years, but we need to look forward to the future."

"I want to get the excitement of engineering over to our young people. Engineering is very underrated in this country and Britain needs more trained and qualified engineers."

The event is open to the public from the afternoon of Wednesday, June 26 and schools and universities day is June 27. Officers' day is June 28, and veterans, warrant officers and senior rates will be welcome on Tuesday 25th.

For details, contact the People In Engineering Project Office at HMS Collingwood on 01329 332044.

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Recruitment and Business Opportunities



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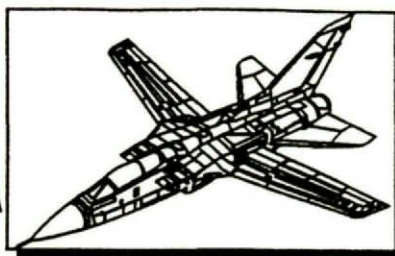
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Further details and application forms can be obtained from:
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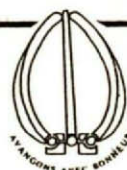
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Brave work on a broad front



● Above: HMS Brave fires a 21 gun salute to St Lucia.
● Right: A lame youngster found in tears because he was unable to keep up with the Independence Parade through Grenada gets a lift from CPO Paul Edis

WEST INDIES guardship HMS Brave has lately enjoyed a welcome break from her continued blitz on the drugs trade (see back page) by joining in the Independence anniversary celebrations of two Caribbean islands.

The Type 22 frigate first visited Grenada where the ship's Guard was invited to join the parade and was inspected by the Governor General, Sir Reginald Palmer.

Grenada, which gained independence in 1974, is known as 'The Island of Spice' reputedly cultivating more spices to the square mile than any other place on Earth.

During the visit local historian Dr Alister Hughes presented the Brave's Commanding Officer, Cdr Tony Johnstone-Burt, with an early 19th century journal by Mid W. Parry Oken, covering two years on the China station in HMS Albion, Argonaut and Fire Queen.

Returning the favour, 15 members of the Petty Officers Mess moved two 1.5 ton cannon from an old fort high on the mountainside for renovation.

Said PO Mick Chantler: "They were half-buried with time, very heavy and at the same time delicate."

Seamanship

"We had to clear trees and undergrowth to make a clear passage for the downward journey and then we used a system of seamanship tasks to transfer them across the one mile to the road where we rigged a makeshift crane to lift them onto the waiting trucks. It was a very long day..."

The cannon are to decorate a military museum planned by

their owner, Mr John Albanie.

Moving on to St Lucia, the ship fired a 21 gun salute to mark the 17th anniversary of independence and presented a Guard to Governor General Sir Stanislaus James.

A wreath was laid at a monument to honour the 27th Iniskilling Regiment who in 1796 captured Morne Fortune Fort from the French.

At this time the ship was visited by the Senior Officer of the First Frigate Squadron Captain Tom Morton who praised her "outstanding" drug busting record.

"Her successes reflect the quality of an exceptional ship's company," he said. "She is making a significant contribution on a broad front."

In an earlier visit to Jamaica



a team of Braves gave up their shore leave time to redecorate the interior of St James Women's Infirmary at Montego Bay - earning the personal thanks of High Commissioner Richard Thomas: "You certainly have brought some relief to these ladies with your war

paint!" he quipped.

HMS Brave returns to the UK in June after a seven month

deployment in which she has seldom been out of the headlines.

Fiery footage



STAFF at HMS Raleigh saw a fire break out and engulf a section of a Vanguard Class nuclear submarine - but they had nothing to worry about.

The blaze was started deliberately in a specially constructed mock-up by a film crew from the Services Sound and Vision Corporation (SSVC).

The destruction of the 30ft replica will form a realistic sequence in a video to train personnel in fire incident control, cut with real footage from the Clyde Naval Base.

SSVC has been working with the Royal Navy for more than 50 years.

It has a current catalogue of nearly 2,000 training films covering every subject from accident prevention to X-radiation and also provides live entertainment, radio and TV broadcasts.

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Test Drive: CPO Pete Cushing, Chairman of the RN Motorcycle Club, gives a personal view of the 1996 Triumph Trophy.

With its curvy fairing and frog-eyed headlights, this is a striking machine and its overall finish is excellent - and standard throughout the range.

A breeze to move from its position of rest, be it mainstand or side stand, the balance of this big bike is perfect - when you first sit on it you feel in total control. Mirrors are easily adjusted to give a superb rear view and the cockpit is laid out so that all instruments are easily read, especially the clock which is in analogue form rather than the more common digital type and blends with the fuel gauge, speedo and tachometer. Illumination is first class.

Controls for this heavyweight motorcycle are all easily used in gloved hands which pays tribute to Triumph's ergonomics, as does the extremely comfortable saddle which is a direct result of customer feedback.

The engine started easily from cold, from full choke initially, gradually reducing as the motor warms. A mild clunk as first gear is engaged, instant throttle response, a silky smooth clutch action - and you're off

to an easily managed ride, even at walking pace.

Through heavy traffic, it belies its size, filtering easily past the early morning rush. Move out of town and onto open A roads and the bike really shows its pedigree; with masses of mid range torque available, it pulls through all six gears, moving you up to legal limits (honest, officer) with readiness.

The bike hustles through corners with unwavering predictability and, just when you think things might just be getting out of hand, the excellent brakes bring everything back under control.

The standard fit panniers have a capacity of 64 litres and will hold a full face helmet. The fairing gives good wind protection and is not as susceptible to side winds as many bikes in this class.

However, it was quite noisy, even with the aftermarket high screen fitted. At motorway cruising speeds the machine is at its most relaxed; with 200 miles out of a tank of fuel, the bike needs to stop well before you do.

Overall impression is of a 900cc sports tourer that is pitched just right in the market place - a real rider's bike.

Sue becomes Champion of champions at the Royal Tournament



LT SUE Bullock carried out a coup at Earls Court by becoming first Navy winner of the title Wilkinson Sword Master Swordswoman.

Sue (pictured above), who is serving at Rosyth Royal Dockyard, became RN Champion at Arms by gaining best results overall at the Navy Championships in foil, sabre and epee.

She then fenced the Champions at Arms of the other two Services at each weapon to determine the Master Swordswoman.

Field Marshal the Lord Bramall presented Sue with an impressive winner's trophy.

IN BRIEF

FAREHAM Town FC and HMS Collingwood, both 50 years old this year, are to mark their golden anniversaries with a charity football match. They will be raising funds for King George's Fund for Sailors, the Simon Weston Trust and the Rainbow Trust.

If you would like to play on Wednesday, May 15, please contact Lt Jan Rowles on Collingwood ext 2583. All spectators will be welcome at this family event at Cams Alders Stadium, Fareham. The match kicks off at 7.30 p.m. and admission is free.

AFTER many years of finishing last in the Inter-Service Wild Water Racing Championships the Navy beat the Army to finish second.

The Navy did well in the individual events with CPO Mike Smith in kayak and Cpl Paul Farr in single seat canoe both taking second place.

The event was held near Sanquhar, Scotland, on the River Nith. Water levels were quite high, which added to interest with many standing waves and stoppers.

Next event in the RNWWRC calendar is the Navy Championships, which will be held on June 22-23 on the River Tryweryn, near Bala, North Wales. All levels of paddler are welcome, so if you have not tried this event yet, why not give it a go? Use the boats provided or bring a general purpose kayak.

PERSONNEL serving at HMS Collingwood split into half a dozen teams to challenge for sporting supremacy. Events undertaken were hockey flicks, swimming six lengths, soccer penalties, rugby dribbling, weight lifting and endurance weights. The ship's company finished first, followed by the WE faculty, WEMTO section, comms faculty, Part 3 trainees and artificers.

THE TRAINING weekend and opening match for the RN Under 25 cricket team takes place at Portsmouth on April 26-28. Personnel wishing to attend the trials are to contact Lt Cdr P.J.W. Danks at HMS Temeraire on Portsmouth Naval Base ext 22671 or POPT Steve Riley on ext 23974.

Beaten but unbowed

RN BOXERS were beaten but not disgraced in this season's ABA Championships, writes Navy boxing coach, C/Sgt Leo Toms.

After winning their respective titles at HMS Nelson in December, our Combined Services Boxing Association champions were drawn to box against the London champions at York Hall, Bethnal Green, in the quarter-finals.

Mne John Turner (CTCRM) at featherweight showed that his win against the Army champion at Nelson was not a one-off performance by beating former England rep Danny Adams (Repton Cedar Street) quite convincingly – a wide 13-2 computer score. He dominated and chased Adams from start to finish to claim his place in the semi-finals.

Fleet footed

Next on was light middleweight Mne Steve Whyte (HQ RM), who proved too fleet of foot for Nigel Travis (Fitzroy Lodge) and gained a skilful 27-15 points win.

Mne Dean Edwards (RM Poole) looked well on his way to winning at middleweight when his opponent Jason Radcliffe (Alma) was forced to take a standing count after a minute of the first round. But for the rest of the contest he was always looking for the big finish instead of boxing at his normally impressive level.

Radcliffe, on the other hand, stuck to his task and took the decision with a close 17-15 points score.

Last on was Mne Arron Walton (Comacchio Group) at heavyweight. He put in a tremendous display of guts and determination against 1994 ABA finalist Israel Ajose (Trojan Police). Having pressed Ajose hard in the final round, he dropped a desperately close 13-11 decision.

Before a highly partisan crowd at HMS Nelson gym 11



Mne Steve Whyte (left) survived a savage first round salvo only to lose narrowly on points to Plymouth's Scott Dann at the end of the contest.

Picture: LA(PHOT) Erik Kennelly

days later the two remaining RN boxers had the capacity crowd on their feet throughout their semi-final contests.

Hook shots

John Turner gave all he had against local boxer Michael Walsh (Portsmouth University ABC). The bout swayed either

way with Walsh moving backwards, countering Turner as he attacked with hooks to the head and body.

Both boxers were forced to take mandatory counts in the second round but both were going hammer and tongs as the final bell rang. Turner lost on points for the first time in only his fourteenth contest.

Steve Whyte had to survive

a hectic first round salvo in his bout against Scott Dann (Mayflower ABC), during which he was given a standing count.

He came back well in the second round and in the third had the Plymouth boxer all at sea.

If he had pressed home harder in the final minute, the decision would surely have been different. As it was, Dann

received a 17-15 points win.

● The staff of HMS Nelson gymnasium are to be congratulated on their arrangements for this prestigious event. ABA officials present were unanimous in their praise for the gymnasium lay-out, and for the professionalism and courtesy shown by all involved, awarding the venue No 1 status.

ROUGH STUFF BLOTS INTER-SERVICE GAME

THE ROYAL Navy began their defence of the Constantinople Cup with a home match against the RAF. The game, which was televised by Live TV, degenerated disappointingly after an entertaining first half, with over-physical play too often seen, writes Lt Cdr Jim Danks.

Navy hopes were high after a successful season, with 11 wins out of 12 matches and qualification for the SW Counties Cup final. However, the form book can be discarded when the Inter-Services are played.

The Navy opened brightly and nearly went ahead in the third minute when, following a long throw from LPT Paul Willets and a flick on from POPT Steve Riley, the ball just eluded the eager RN forwards.

Early pressure

This early pressure was rewarded, though, with two excellent goals in a ten minute spell. In the 20th minute OM Steve O'Neil (Neptune) took a free kick on the left-hand side of the pitch and CPO Will Flint (Daedalus) rose above the defenders to send his header beyond Bonner into the RAF goal.

The Navy increased their lead on the half-hour when PO Nigel Thwaites (Daedalus) scored with a tremendous 25-yard free kick.

The RAF posed problems at corners with their tall forwards, but Riley and C/Sgt Tiv Lowe defended stoutly to deny them.

The second half began as the first had ended and the Navy went further ahead when Flint saw his shot deflected to wrong-foot Bonner.

At this stage the RAF players

became indisciplined – none more so than their skipper, Hadgraft, who was shown the red card after elbowing Thwaites as they went for the ball.

Wounded

LPT Paul Barton (Nelson), who had a very good game in his Inter-Service debut, left the field with a broken nose and a suspected fracture of the eye socket. PO Chris Long (771 NAS) played on with his head bandaged after a cut, while Flint left the pitch with double vision. Brayshaw, the RAF midfielder, dislocated his shoulder.

This was all very disappointing for an Inter-Service match.

The Royal Navy maintained their concentration and control of the match to win 3-0 and retain the Cassar Cup, which Vice Admiral Sir Robert Walmsley presented to Riley.

This was the first occasion the Navy had beaten the RAF at Portsmouth since 1978.

Vice Admiral Jonathan Tod presented caps to LPT Paul Barton and Marines Lee Aston and Sean Foster (CTCRM).

Naafi

The Royal Navy are very grateful to Naafi, sponsors of the match.

At Chiswick the Navy had paid the penalty for a below-par performance



POPT Steve Riley collects the Cassar Cup from Vice Admiral Sir Robert Walmsley.

mance when they lost 1-0 to the Civil Service – their first defeat in 12 matches and a hard lesson learnt prior to the game against the RAF.

Not up to full strength, the Navy conceded the goal 36 minutes into the match. POPT Nick Haigh (SM2) and Flint went close to equalising, while MEM Andy Meeds prevented the Civil Servants from increasing the lead. Riley and Barton were prominent in defence.

● The final of the Lamb's Navy Cup will be between HMS Neptune, who defeated CTCRM 6-2, and HMS Excellent, who beat HMS Sultan 4-0. It will be Excellent's first appearance in the final since they won the Cup in 1965.

● The Navy as Group B winners will play at home at Burnaby Road, Portsmouth, in the final of the South West Counties Cup in April. Details are to be fixed when the opponents are known.

Neptune tightens grip on squash team title

SEMI-finals and finals of the Royal Navy Squash Team Knockout Cup took place at HMS Temeraire. There were some well-contested matches in the semis, in which Neptune beat Collingwood and Nelson beat Raleigh, writes Lt Cdr Steve Fuller.

Collingwood then defeated Raleigh to settle third and fourth places, while a real battle was taking place in the final between Neptune and Nelson.

Nelson took a 2-0 lead with wins by Lt Robin Young and Cdr Dickon Wilkinson, before Neptune fought back with an easy victory by CPO Dave Stickland.

Then came a very competitive match between two of Navy squash's more senior members – Cdr Dave Langbridge and WO Tim Webb. Langbridge took the match after five sets, to level the team scores at 2-2.

So the Cup was decided on the last game, which was between Lt Frank McKeown, the Neptune captain, and CPOPT Jock Stewart. It went to the wire, with McKeown winning 9/4 in the fifth set; a most exciting climax to the knockout. Their 3-2 victory meant Neptune retained the John Jaques Trophy for the third year.

Sport

NEW BLOOD IS REQUIRED IF THE NAVY'S TO STAY IN THE RUNNING . . .

MORE ATHLETES must be found if the Royal Navy and Royal Marines are to continue to give creditable performances against the other two Services, writes the new athletics chairman, Capt Simon Goodall.

We are keen to attract new participants and incentives include a cross country tour to New Zealand in June this year, a marathon tour to Brisbane and, we hope, a track

and field match against the United States Naval Academy at Annapolis, Maryland, in September.

Further tours will be scheduled as part of the development of the sport, so do join in.

Specialists

To help you develop your athletics talents, specialist event coaching courses directed by coaches of

national standing are to be conducted at HMS Temeraire.

These courses are of immense value and are open to all serving personnel, whatever their standard.

Details are being promulgated and anyone interested in attending is encouraged to contact CPO Barry Wills, the athletics coaching administrator, on Portsmouth Naval Base ext 24392.

To gain the maximum benefit

from these initiatives it is vital that more personnel become involved in the sport, be it as competitors or officials . . . or as those with a couple of hours to spare each week who would like to put something back into Naval sport.

There will always be room for willing helpers in Navy athletics, which encompasses cross country, marathon and road running, tug-

of-war and, of course, track and field. There really is something for everyone.

If you would like to be involved please contact me on PNB ext 23030 or Lt Cdr Clive Lamshead on PNB ext 24193.

We shall continue to keep you abreast of developments through the pages of *Navy News*, but don't just read about them - join in!

Athletics special

Seafront training pays off for Dai



Picture: The News, Portsmouth

MAKING the most of his first shore appointment since joining the Navy in 1979, principal warfare officer and dedicated runner Lt Cdr Dai Roberts (above) has won the IBM Portsmouth half marathon.

Daily training runs along Southsea seafront in all weathers made the half marathon course virtually home territory for Dai, who was cheered on by club mates and friends.

Having led from the gun, Dai was accompanied from mile two to mile nine by Alan Chilton, who finished second.

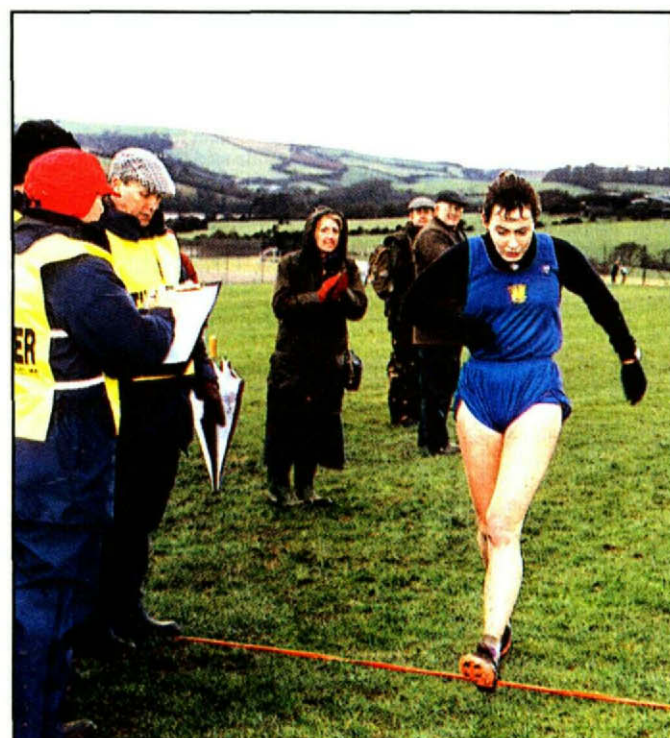
"We had opened a large gap by five miles and eased up. I decided to go for it at Southsea pier and see what he would do. He did nothing and I opened a 20yrd gap which increased to 100yds by the end of the seafront," said Dai.

Guildhall

He ran the final two miles alone to the finish in Guildhall Square, crossing the line in 1 hour 6 mins 38 seconds.

Dai, who currently works for the Director of Operational Requirements at Portsmouth, said, "I have to make the most of this year because I am likely to return to sea next year, which would ruin my running prospects!"

He was due to represent the Navy at the Inter-Services half marathon championship at Fleet, Hampshire, as this edition of *Navy News* was going to press. A 10-mile race in France is also scheduled, and Dai hopes to be among the party for the RN tour of New Zealand this summer.



S/Lt Vickie Caldicott-Barr crosses the line to win the RN ladies cross country championship at HMS Raleigh. Second lady home, WDSA Sally Donnelly, was over a minute behind her.

CONDITIONS under foot were atrocious when the Royal Navy Athletic Association cross country championships took place at HMS Raleigh on a generally cold and miserable day, writes Lt Cdr Clive Lamshead.

The seniors race was a fairly even affair for the first lap, but Mne Dave Rodgers gradually managed to open a gap between himself and Sqn Ldr Cole (NAC) and Lt Cdr Dai Roberts (Portsmouth). He increased it to win the race by half a minute.

The Royal Marines packed well in support of the winner, with Mne Kneale fourth, Sgt Chris Cooke fifth and Capt John Rye, running as a veteran, finishing sixth.

The team result was a foregone conclusion; the Royals won easily with 31 points. Portsmouth came second with a very disappointing 112 points and Plymouth came third with 118.

Clear cut

Also fairly clear cut was the ladies race. S/Lt Vickie Caldicott-Barr won by over a minute from WDSA Sally Donnelly. Vickie's time of 30 minutes 51 seconds was particularly creditable considering the awful conditions.

However, despite taking first and second place in the individual competition, the Portsmouth squad was not strong enough overall to prevent Plymouth from winning the team title.

OM2 Beavan (Raleigh) came home a very comfortably winner in the junior race, beating Allison of the Royal Marines by over a

minute. Plymouth Command also won the junior team race, beating a very strong RM squad.

Capt Rye won the veterans' race in convincing style with his sixth overall and he was followed home by Cdr Al Rich, who would have been happier if the course had been another 24 miles! Naval Air won the veterans' team event.

Olympics

Raleigh was also the venue for the Inter-Service championships and once again the RAF proved too strong for the opposition. Cpl Mark Flint, who is aiming for a place in the British Olympic team, won the race. In second place was Lt Cdr Chris Robison, running in his last Inter-Services.

Chris has been a stalwart supporter of Navy athletics over the years, winning the RN cross country title no fewer than 13 times. He will be sadly missed both as a cross country runner and track athlete.

Mne Mark Croasdale finished fourth, Dave Rodgers eighth and Dai Roberts 14th, to form the basis of the best RN performance in years. Although the Navy team again finished third, it was their lowest points total ever.

Domination

The ladies race was dominated by Sgt Kelly Holmes, who won by 50 seconds and promptly departed to South Africa to continue her training for the Olympics. First RN lady home was Wren Lynn Webb (Illustrious), who finished a creditable eighth.

Both the veterans, led by Rye, and the juniors, led by Beavan, excelled themselves - the veterans beating the Army by six points and the juniors beating the RAF by 14.

The fine performances of many RN runners hold great promise for the future. After the Inter-Service championships, Rodgers, Roberts,



Mne Dave Rodgers



Lt Cdr Chris Robison

Cooke, Webb, Beavan and Mne Hubble were selected to represent the Combined Services in their match against England.

FULL SEASON AHEAD FOR RN GOLF SQUAD

WITH THE approach of the new season, the Royal Navy golf squad is preparing for a busy programme of matches and invitation events, writes Cdr Gary Skinnis.

All but one of last year's players have been included, providing valuable experience. We anticipate that availability of a number of these players will be even more difficult this year, however, so we are fortunate in the addition four newcomers to the ranks. Many of the squad are now from the younger reaches of the Service, boding well for Navy golf in future years.

As always, the RNGA committee is on the lookout for new players and those with a handicap of 5 or better should make themselves known to me, Secretary RNGA, Staff of FOSE, 4 The Parade, HM Naval Base, Portsmouth.

This year sees the second overseas tour, with a team of 12 going to Norfolk, Virginia, this month to play matches against both Service and civilian opposition. Other key

dates are June 19-21, Inter Command and Individual Strokeplay Championships at Letham Grange, Arbroath; July 11, Navy Cup Final at China Fleet Country Club, Saltash; September 2-4, Inter Command Matchplay Championships, China Fleet CC, and September 16-19, Inter Service Championships at Little Aston GC, Sutton Coldfield.

A limited number of individual entries are available for the Strokeplay Championships for those not selected for Command teams. Anyone with a handicap of 11 or better interested in taking part should contact their RNGA Command rep or me.

Navy golf is fortunate to have retained the very generous sponsorship of WA Consultants for a fourth year.

Peak practice



FIVE Navy runners from British Forces Gibraltar will compete in the London Marathon later this month, raising funds for, and the profile of, the National Asthma Campaign.

The five been training hard - with a daily run up and over the upper Rock - to prepare them for their marathon task on April 21.

Pictured with the CO of HMS Rooke, Cdr Keith Redford, ready for the off are (l-r) CPO Steve Dean, Lt Pete Tomlin, PO John Woolham, MEM Steve Haig and AB Richie Bailey.

Picture: Cpl Kevin Jones RAP

NEW RIG

● From front page

Defence Clothing and Textile Agency. The review was launched in 1993 by the Second Sea Lord and is the first with the aim of developing the Service's clothing as an inter-related system. It examines the usefulness, design and cost-effectiveness of every item.

Among the changes that will save money is the decision to end production of two patterns of naval jacket – one for officers and one for senior ratings. Instead, all will wear the current officers' style which has vents, eight rather than six buttons, and a less "boxy" cut.

Navy blue trousers and skirts for officers and SRs will also be the same, and a new raincoat will be designed for all ranks.

Square rig uniform worn at present dates from 1977, although the design is based on earlier versions. In his report, Cdr Hobbs says the 1977 design "failed to give due weight to the traditional aspects of the rig and was more expensive to manufacture than it needed to be for the necessary appearance."

Separate silk

To restore the traditional balance, cut the cost and simplify "the most traditional of uniforms", the following changes will be made:

- Separate silk facing with a pre-tied bow will replace sewn-on silk – a cost-effective return to tradition rather than a departure.

- The return to jacket-style cuffs, replacing the shirt-style cuffs which have to be removed before alterations to sleeve length can be made.

- A shallower vee at the front of the jumper which in the 1950s was lowered to reduced to cater for a zip – at that time long zip fasteners were prone to break. Since then zip technology has advanced to allow use of a longer zip and smaller – and more traditional – vee neck on which silk and lanyard sit better.

- A new cap is being developed. It will retain the general appearance of the present cap, but will be produced using modern materials and methods of manufacture.

- Slip-resistant shoes will replace the present shoes which are banned from use at sea.

Action clothing

For non-ceremonial occasions both on shore and at sea a new general duty uniform is proposed which will replace a wide range of dress.

And a new Naval Action Clothing System (NACS) will replace the protective functions of ratings' No.8 (working) dress and a "plethora" of coveralls.

At the core of the NACS will be a crewsuit similar to that developed by the Royal Australian Navy.

The suit is likely to be a one or two-piece, unisex garment cut smartly like a paramedic or flying overall. It will be made of flame resistant material and will have properties which will meet General Service, submarine and aviation requirements.

Standard rank insignia would be worn on the shoulder, so that the distinctive white overalls worn by officers would be dropped.

The crewsuit would be worn in action, in defence watches, by emergency parties, and by those who would normally wear coveralls or action working dress in the normal course of their duties.

All the uniform changes will be incorporated into a new system of numbering, replacing the present system which was introduced more than 100 years ago.

The new numbers will be introduced next year for both officers' and ratings' uniform and will range from 1A-C for ceremonial, 2A-C for evening dress, 3A-D for general duty, and 4A-C for action working dress.

On the question of badges, it has been decided to end the anomaly by which the Royal Marines Globe and Laurel badge is worn by female ratings serving with RM units. From last December they have worn cap tallies in line with male ratings in RM units. However, the whole question of badges will be the subject of a further study.

Spotlight on Glasgow

HMS GLASGOW floodlit at Yorkhill Quay during her six day visit to her namesake city. For the second year running, the Type 42 destroyer has been awarded the British Aerospace Seadart Trophy.

Picture: LA(Phot) Harry Carpenter



Albania airlift saves freezing children

CLOTHING, blankets, heaters and food collected by 849 Sqn B Flight have been flown to snow bound villages in Albania where children have been dying of hypothermia.

Jutland man dies at 99

FRANK Hatfield, the veteran of Jutland who would have celebrated his 100th birthday on the 80th anniversary of the battle on May 31, has died aged 99.

Mr Hatfield joined the Navy in 1913 and three years later was a gunner in the battleship HMS Barham when the Grand Fleet was pitted against the German High Seas Fleet in the world's greatest clash of dreadnoughts.

He left the Navy after 23 years' service, but was called up again on the outbreak of World War II.

In 1942 he was in Singapore and helped to organise the evacuation of the naval dockyard there. He narrowly escaped capture by the Japanese by embarking on a hazardous voyage to Ceylon in a trawler.

Mr Hatfield was made an MBE and left the Navy in 1945 as a senior commissioned boatswain. He was the oldest member of Exmouth branch of the Royal Naval Association.

Moved by the plight of Bosnian waifs described by Lt Ronnie Biggs in a letter home, his mother began the collection in her own village of Brentor near Tavistock.

Commanding Officer of HMS Illustrious Capt Jonathan Band suggested delivering the aid package to Albania instead, since Bosnia was relatively well off for charitable assistance – and it was passed on to HMS London, making a five-day goodwill visit to Durres (full story and pictures next month).

Meanwhile Lt Tony Brooks, cycling across Asia in aid of the Salvation Army, has been "utterly overwhelmed" by the traditional Muslim hospitality he has received as he battled through the six weeks of heavy snow that has blanketed much of Eastern Europe.

Speaking to Navy News from Ankara, Turkey, some 2,800 miles into the odyssey he began in January, he said this had often threatened to slow him down more than the weather.

"I've gone through villages where people have run out into the streets to offer me food – this has happened through Hungary, Romania, Bulgaria and Turkey, and once you've stopped it's difficult to get away."

As Navy News went to press he expected to have reached Tabriz in Iran, from where he would move down to Teheran and on to Pakistan.

From Pakistan he planned to

travel through China, spending next winter in Beijing before crossing Siberia to the Bering Strait in spring next year.

Duke appeals for Flight

LT CDR THE DUKE of York launched a £3m appeal to save the Royal Navy Historic Flight last month – "so that we may never ever lose sight of the debt we owe and the sacrifice my service has had to pay in the defence of this country and freedom."

The Swordfish Heritage Trust, of which he is patron, needs £200,000 a year to keep its Swordfish and Firefly aircraft in the air.

Officer dies in work-up

HMS FEARLESS'S Weapons Engineer Officer died of a suspected heart attack during the ship's work-up at sea off Portland. Lt Cdr Brian McClenaghan (47), a married man, was taken to RN Hospital Haslar by Coastguard rescue helicopter, but was pronounced dead on arrival.

Dukes order

YARROW have been awarded the contract to build the Navy's next three Type 23 frigates – HMS Kent, St Albans and Portland.

NAVY DAYS

TWO of the Navy's newest Type 23 frigates will star at Portsmouth Navy Days from May 25-27. Tel 01705 722351 ext 24227 for further details.

Trainee deaths in diving exercises

A TRAINEE diver has died after getting into trouble while practising a bottom search of his ship, HMS Richmond.

LWEM Lee Bunker (23) was under instruction with other trainee ship's divers on March 5 when he became separated and failed to surface. He was brought up unconscious by the standby diver.

LWEM Bunker was taken to Queen Alexandra Hospital and later transferred to RN Hospital Haslar where he died on March 6 without regaining consciousness.

A Royal Marine collapsed and died of a heart attack during a training exercise in a swimming pool at the Commando Training Centre, Lympstone.

Mne Nigel Foster (26) had been a member of the Corps for only four days before his death, after transferring from the RAF in which he had served for eight years.

He died after a routine, supervised exercise in which only strong swimmers are required to take part. Mne Foster was in the swimming pool and wearing 10lb of kit at the time. It is understood he dropped his dummy weapon and had dived to retrieve it when he collapsed.

A spokesman for the Marines at Lympstone said there had been no indication that Mne Foster had any heart problems. An internal inquiry was being held.

● HMS Fearless's Weapons Engineer Officer died of a suspected heart attack during the ship's work-up at sea off Portland. Lt Cdr Brian McClenaghan (47), a married man, was taken to RN Hospital Haslar by Coastguard rescue helicopter, but was pronounced dead on arrival.

Navy News

MONTHLY QUIZ
ENTRY FORM

CASH PRIZES TO BE WON!

A specially devised Navy News Monthly Quiz is featured in the 1996 Navy News Calendar. Readers of Navy News and users of the 1996 'Power of the Sea' Calendar are invited to take part in the Quiz with the winners receiving prizes donated by Navy News.

Each monthly leaf of the 1996 Calendar poses a question, the answer to which is revealed by possessing a knowledge of naval matters or careful reading of the Navy News 1996 Calendar. Test yourself and pay careful attention to each calendar leaf! The questions will be reprinted in Navy News for the appropriate month; March (amended) and April questions shown here.

Each monthly issue of Navy News throughout 1996 will contain an entry form for that month's question. Use this coupon for March and April.

DO NOT SEND YOUR ENTRY IN YET!

When all twelve original entry forms have been completed, contestants should submit them together in one envelope to arrive at the offices of Navy News not later than 31 March 1997.

Entries with all twelve correct answers will be entered in a prize draw conducted at Navy News offices in April 1997. Winners will be announced in the May 1997 issue of Navy News. The first name drawn will receive a prize of £300. There will be a prize of £100 for the second name drawn and eight further consolation prizes of £25.

March '96 Question

Which was the first of the Royal Navy's nuclear powered ballistic missile submarines?

April '96 Question

Who commanded the record-breaking hovercraft trials in the Baltic in 1972?

Write your answers here

NAME
ADDRESS
.....
POSTCODE
TEL. NO.

Keep this coupon in a safe place until you have collected all twelve

Judges decision will be final. No correspondence will be entered into. Employees or relatives of Navy News staff are ineligible for this quiz.

